WEEKLY COMINT ECONOMIC BRIEFING

INDICATIONS OF SOVIET ARMS SHIPMENTS TO CUBA

Soviet shipping and messages of 23 September indicate that the cargo ship Atkarsk had arrived that day in Port Nikelasv (the primary Soviet Black Sea port for loading arms for export) to load 2,454 tons of "Yastrebov's" cargo and was scheduled to arrive in Cuba between 21 and 31 October. (Yastrebov, a Soviet trade official, has been associated with the export of Soviet military cargo from Port Nikolaev since 1956.) These messages also reveal that the cargo ship Nikolaj Burdenko, (which loaded 3,234 tons of unknown cargo in Nikolaev from 9 to 16 September), would arrive in Cuba between 10 and 20 October.

Communications intelligence also indicates that the Soviet ship Kirov is probably now en route to Cuba, possibly carrying arms; and that another ship (Leminogorsk) is now loading cargo at Nikolaev for Cuba.

(Two Soviet ships are known to have delivered military equipment to Cuba; the Tiya Mechnikov on 8 September and the Solnechnogoral on 23 September.)

DEC 18500, No. 2000 2 Cet 98

8. PRESENCE IN CUBA OF SOVIET ARMS EXPORT CHIEF

Carly Maridian

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Information has become available that during the first week of August the Embassy in Havana received visa requests from two officials of the Soviet Chief Engineering Directorata (CED) of the State Committee for Foreign Economic Relations, the Soviet organization responsible for export of military equipment. The two officials--Deputy Chairman of the CED

-3-

TOP SECRET DATEM

DECLASSIFIED per 650 9.4 5.0. 12058 by Director, HSA/0H61, CSD Pau 650 2 Oct 98

DECLASSIFIED per 890 NA 3.**0. 12353** By Director, 1884/04:01, 083 <u>Pálo</u> tido <u>2 Par 9</u>5

10. PLANNED CUBAN PURCHASE OF SOVIET HELICOFFERS

In an 18 May plain-text message, the Head of the Soviet Commercial Mission in Havana informed the Soviet All-Union Association for Motor Vehicle Export that a contract for helicopters was to be signed with Cuba in two days, and he requested that the planes be shipped urgently since a letter of credit was being opened. (On 3 April the Soviet Commercial Mission in Havana had requested information on passenger and freight helicopters, including agricultural versions.)

TOP SECRET DAUNT

M. A. Sergeychik and Yastrebov, an individual who has been associated since 1956 with the loading of arms cargo for Indonesia and the Middle East--applied for visas to pass through the contract to Moscow from Havana. This is the first indication that CED officials have been to Cuba. However, the head of the Czech arms expert organization is known to have been in Cuba in early June.

FLECURICAL RELEASE 1 Feb 61 DIST: O/D

SPANISH-SPEAKING PILOT NOTED IN CZECHOSLOVAK AIR ACTIVITY AT TRENCIN, 17 JANUARY

Czechoslovak air-ground communications observed on 17 January 1961 on a frequency of 114.25 mcs (combined bomber training/tactical frequency allocated to the 46th Bomber Division/S341, Prerov) show that a Spanish-speaking pilot was probably undergoing flight training of an unidentified type at Trancin simfield (48-52% 18-61E).

At approximately 0840Z, an unidentified Spanish-speaking pilot was in contact with the Trencin airfield tower control (callword TENOR-1). The transmission was subsequently blocked by a Czech transmission and only six numbers (217213), given in Spanish, were heard. Two other pilots, speaking Czech and utilizing pilot suffixes 181 and 175 (unidentified), were also noted in contact with the Trencin controller, but there was no indication that these pilots were working together or with the Spanish-speaking pilot.

COMMENT: This is the first known VHF activity at Trencin by a Spanish-speaking pilot. Use of the S341 frequency suggests that this pilot was possibly in a bomber or bomber trainer; however, activity at Trencin noted in previous COMINT has not been identifiable as bomber activity.

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SECRET KIMBO

SECRET ABOX

ETECTRICAL RELEASE
10 Apr 61
DIST:

SOVIET MERCHANT SHIP NIKOLAJ BURDENKO DELIVERS MILITARY CARGO TO CUBA

- 1. The Soviet passenger cargo ship WIKOLAJ BURLEHKO (UPVY, 5840GT) possibly arrived at a Cuban port late evening 7 April or early morning 8 April with an unspecified amount of YaSTREBOV's a cargo.
- 2. The NTKOLAJ BURDENKO was in port Nikolaev 15 March and was scheduled to load YaSTREBOV's cargo. The ship probably departed from Nikolaev on 21 March and passed Istanbul on the 22nd. At 251500Z the ship was at 37-26N 06-03E. Since then the ship's position has not been revealed in her daily reports. On 7 April limited D/F placed the BURDENKO near the Windward Rassage.
- 3. This is the third noted instance of a Soviet ship loading cargo specifically described as "YaSTREBOV's" for Cuba.

(DIST:

THIS LOCUMENT CONTAINS ONE PAGE

-SICEPIC SANGE

a. An official of the Chief Engineering Directorate of the State Committee for Foreign Economic Relations involved in the export of Soviet military equipment from Nikolaev.

13 Apr 61 Correction Ho. 1 to: ELECTRICAL RELEASE 10 Apr 61 DIST:

CORRECTION NO. 1 to

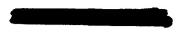
SOVIET MERCHANT SHIP HIKOLAJ BURDENKO DELIVERS MILITARY CARGO TO CUBA

In paragraph 3 change "third" to "fourth."

(DIST:

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-CREF REPOSITORY RECORD COPY



P

SECRET

OPERATORS' CHATTER REVEALS CUBAN AIR FORCE PERSONNEL TO LEARN RUSSIAN

[CHATTER BETWEEN]

San Antonio de los Baños: -- 23 May 61 [and] -- [C% Rancho Boyeros] --

- [1] a Do you know who I talked with yesterday? Czechoslovakia.
- [2]b Oh yes, did you talk with them?
- [1] I talked with OLIN Y CINCOC.
- [2] What does OLIN Y CINCO have to say?

PAGE 1 of 5 PAGE(s)

DECLASSIFIED per SEC 8.4 E.O. 12958 by Director, NSA/Chlot, CS3 PAUL____date__2 Cer 9.8

SECRET

- [1] He was very hard to understand. We have to speak using code words.
- [2] You do?
- [1] Yes. The language is kind of hard. Say [XG], how did you find out about the [XM] pilot? They are going to open the Badilla^d.
- [2] What's happening there?
- [1] <u>Badilla</u>^d is like opening a hatch. Do you understand? [XM] Say airplane [XM]
- [2] But you told me that only 2 or 3 were coming.
- [1] Are you crazy?
- [2] 2 or 3?

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PAGE 2 of 5 PAGE(s)

SECRET

You told me that 2 or 3 were coming at first for training.

- [1] 2 or 3? Do you know how many [XG]? Over 1,000. Now everybody wants to take the mechanics examination.
- [2] And what do you want?
- [1] Do you think they will send us those planes?
- [2] [XM]
- [1] Do you think that those planes will be assembled at [XM]
- [2] [XM] Yes.
- [1] Say, did you know that one of those planes does not have equipment [XM]
- [2] [XM]

CECOFE	PAGE	3	_of	5	
BECKE					

PAGE___3 of___5 PAGE(s)

SECRET

- [1] Do you understand? Do you think Radar will be sent over here and [XM]?
- [2] Yes.
- [1] Say, that is what we have been needing here.
 [XM]
- [1] The Russian course [XM]
- [2] Yes.
- [1] Two months. I had been listening to it over here. Did you know that I've [pause]. Oh we have to learn Russian.
- [2] Who?
- [1] Everybody here.



PAGE 4 of 5 PAGE(s

SICRIF

- [2] Everybody?
- [1] Yes, they have sent a [XM] from there with [XG] words. [XM] one of those leaflets.
- [2] Are they limited?
- [1] [XM] What is that for?
- [2] Yes, for our use.
- [1] How is it going to be arranged for the people to use the language there?
- [2] [XM] According to [XM] [XM]



- a. San Antonio de los Banos.
- b. Rancho Boyeros.
- c. As transcribed, not identified, possibly a code word.
- d. Meaning unknown.

PAGE 5 of 5 PAGE(s)

Ρ

(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

RADAR BEING INSTALLED; POSSIBLY FOR USE WITH ARTILLERY UNITS

[OPERATOR CONVERSATION BETWEEN TWO UNKNOWN STATIONS:]

18 Jun 61

- [U] How are things there?
- [U] Good. Let me tell you that things are hot here. We now have radar here and all that so that no [XM] us.
- [U] How is that?
- [U] We now have radar here.



DECLASSIFIED per SEG 9.4 E.O. 12958 by Director, NSA/Chlei, CS3 Mill date 2 Our 98

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(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

- [U] Where is it?
- [U] Here beside the station; under some mango trees which are near by.
- [U] Beside the (B% howitzers)?
- [U] But outside in the open air.
- [U] Well, who will operate it?
- [U] I don't know. I haven't been there yet. I passed by and saw the (B% directional antennas) [XM] there but returned yesterday. You understand what the course is about now. He is learning about radar [and] these matters.
- [U] Huh?



PAGE 2 of 4 PAGE(s)

PAGE 2 of 4 PAGE(s)



(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

- [U] You already know.
- [U] The [XM] are already up.
- [U] They are already up; at least they are here.
- [U] Tell me, is it on a truck or is it a separate apparatus?
- [U] No, there are two trucks there and the apparatus are separate. They are huge towers which look like television antennas; like the television tower there.
- [U] Do they rotate?
- [U] Well, I don't thnik that they are working yet. However, they are up and they resemble the television antennas there.



PAGE 3 of 4 PAGE(s)

PAGE 3 of 4 PAGE(s)

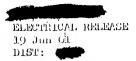


(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

- [U] That is good.
- [U] Is that what you understood?
- [U] Yes, because this one has to be rotated.
- [U] Yes, to work. I saw it while they were testing yesterday or the day before and the large apparatus was rotating but it has not been installed on the base yet.

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PAGE___4__ of___4_ PAGE(s)



SPANISH-SPEAKING PILOTS TRAINING AT TRENCIN ATRETELD, CZECHOSLOVAKIA, ON 31 MAY 1961

Training of at least four Spenish-speaking pilots at Trencin airfield (48-521 18-51E) was noted in Czechoslovak air-ground communications (VHF voice) on 31 May 1961. The nationality of the pilots has not been determined; study continues, however.

Between 1631Z and 1730Z these pilots were in continual contact with the Trencin airfield tower control (callword TENOR-1) on a frequency allocated to the 46th Bomber Division/S341, Prerov (49-26H 17-25E); the pilots used suffixes (714, 787, 794, and 796) from a block probably allocated to the unidentified ground attack unit at Trencin, which is believed to be subordinate to S341.

It is noteworthy that during this activity the Spanish-speaking trainees apparently engaged in air-to-air communication, as evidenced by the following transmission:

Time	To	From	Text
17272	TENOR-1	796	794 (is at) altitude 3000 meters [in the] zone; permission to carry out maneuver

This is the first time that air-to-air communication between Spanish-speaking trainees has been noted.

Two pilots speaking Czech and using pilot suffixes (B val 798) and 91 (presumably 791) were also active during the same period. Lithough they made reference to zones "A" and "D," suggesting tactical activity, there was no indication that they were working together or with the Spanish-speaking pilots. However, a study of voice characteristics discloses that Spanish may not be the native tongue of one of the pilots who used that language, suggesting that he may have been a Czech using Spanish to facilitate training commands.

For information on previously observed activity by Spanish-speaking pilots at Trencin, recipients of 1 Feb 61, should refer. (DIST:

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-SECRET-KHARO-

DECLASSIFIED per SEC 3.4 E.O. 12958 by Director, NSA/Chief, CSA SAW date 2x/gr/8

TLECTRICAL RELEASE 19 Jun 61 DIST: 0/D

SPANISH-SPEARING PILOTS TRAINING AT TRENCIN AIRPTELD, CHRONOSLOVARIA, OR 31 MAY 1961

Training of at least four Spanish-speaking pilots at Trencin dirfield (45-526 18-618) was noted in Czechoslovak air-ground communications (VIF voice) on 31 May 1961. The nationality of the pilots has not been determined; study continues, however.

Between 1631Z and 1730Z these pilots were in continual contact with the Trendin dirfield tower control (collword TENOR-1) on a frequency allocated to the 46th Domber Division/8341, Prerov (49-26M 17-25E); the pilots used suffixes (714, 787, 794, and 796) from a bhoch probably allocated to the unidentified (round attack unit at Trendin, which is believed to be subordinate to 8341.

It is noteworthy that during this activity the Spanish-speaking trainees apparently engaged in hig-to-kir communication, as evidenced by the following transmission:

<u> Time</u>	<u>25</u>	From	<u>Tent</u>
17275	TEHOR+1	790	794 (is at) altitude 3000 meters (in the) zono; pormission to carry out maneuver

This is the first time that direct-air communication between Spanish-speaking archibees had been noted.

Two pilots specking Coeth and noing pilot suffixes (B val 798) and 91 (presumably 791) were also receive during the same period. Although they made reference to mones "A" and "b," suggesting tactical setivity, there was no indication that they were worning together or with the Spoulsh-speaking pilots. However, a samely of voice characteristics discloses that Spanish may not be the native tongue of one of the pilots who used that language, suggesting that he may have been a Coech using Spanish to Incilitate training commands.

For information on previously observed activity by Spanish-speaking piloto at Trencin, recipients of 1 Feb 61, should refer. (DIST: QSCAR/DELTA; PLUS GOU FORMALIEBLEAU.)

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(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

ELECTRICAL RELEASE
3ø Jun 61.
DIST:

SOVIET FREIGHTERS SCHEDULED TO CALL CUBA IN JULY 1961

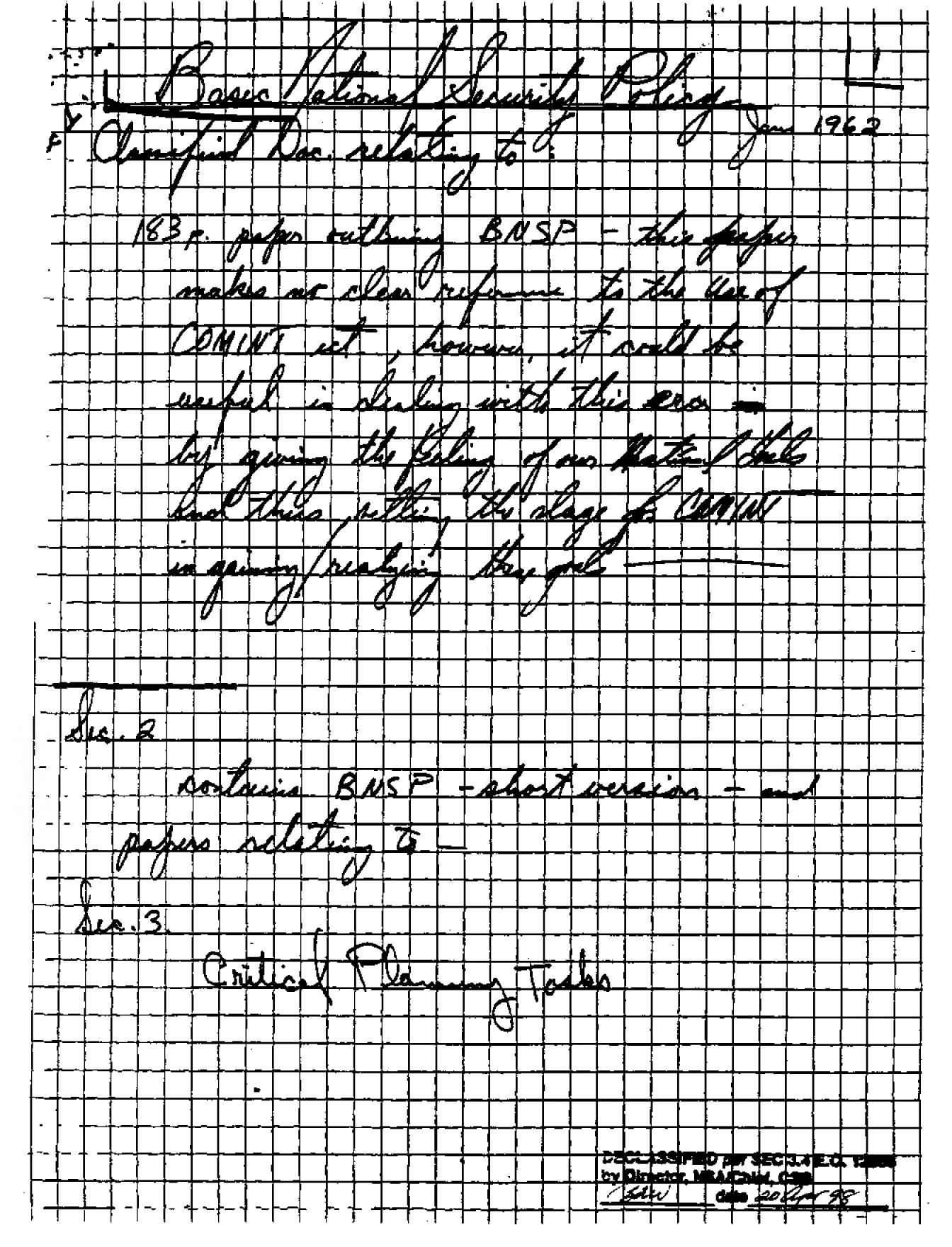
1. The following Soviet freighters have been scheduled for loading sugar in Cuba during July 1961:

$\underline{\mathrm{Shtp}}$	Loading Period
BALTIJSK [/]	1.ø - 2ø Jul
LESOZAVODSK '	1ø - 2ø Jul
DEPUTAT LUTSKIJ	15 - 25 Jul
AL'MET'EVSK	15 - 25 Jul
KURA /	2ø - 3ø Jul
ALAPAEVSK	20 - 30 Jul
MICHURINSK '	2ø - 3ø Jul
KUBAN'	25 Jul - 5 Aug
IZHEVSK /	25 Jul 5 Aug

2. On 27 June 3954 tons of cargo for Cuba had been loaded aboard the DEPUTAT LUTSKIJ in Leningrad. Included in the cargo were 24 cases weighing a total of 34,295 kilograms described as AN-2 aircraft, and 17 cases weighing a total of 2,345 kilograms described only as aircraft.

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Funnel Menages!

Military and/or technical advisers

were believed to be in Cuba (mags

duted 11 april 62 and 17 any 62).

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Note: One Higary Maiseyevell

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30224FZ Oct 60 AGO 10234 Blake to Klocker States that NSA's first priority requirement - is reaction reporting in connection w. high and low level reconnaissance flights. Physical facilities at enables trely very limited processing chaludes proposal to establish at intercept processing and reporting of cuban tadied air and Cuban air defense communications. (green notebook

> DECLASSIFIED per SEC 3.4 E.O. 12068 by Director, NSA/Chiet, CSS (Sau) date -20 Capy 95

30" Oct 1962

SIGINT Intercept unity;

Will singinate

COMINT- derived advisory warnings.

* TS Navy Department Msg. AGI 5-4337

From CNO -> CINCLANIELT, 30 23242

Oct 62.

In-Flight Advisory Warning Plant

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In a DIRNSA message to COMUSAFSS (Klocko), Lt. General Blake, USAE, advised the following course:

2. Colonel of your staff has just completed a briefing for members of my staff in which he outlined the requirements of CINCONAD and CINCAFIANT for COMINT support to enable them to fulfill their responsibilities. Although we have received no formal statement of requirement as outlined by Colonel

CONAD and CIRCAFIANT currently advised of the Cuban Air situation. I feel, however, that our first priority requirement is reaction reporting in connection with high and low level reconnaisance flights. Our problem is that limitations very in physical facilities at enables us to do only primited processing there. The processing capability presently on board enables us to meet in a barely adequate fashion the requirement for reaction reporting, in order to perform the analysis necessary to meet the requirements of CONAD and AFIANT, we would have to double our present analytic effort at

- 3. We can however, provide a very limited response to these requirements by adding a small number of Air Force personnel familiar with these requirements to the complement at operating under the control of OIC, and permitting these individuals to pick off as a by-product of our limited processing in support of the reaction reporting that information which would also satisfy CONAD and AFLANT to the extent possible. When the processing is not engaged in supporting reaction reporting, we will direct the OIC, to satisfy the requirements of CONAD and AFLANT to the extent possible.
- 4. It is our understanding that the information produced as a result of the arrangements outlined above would be passed over a communications circuit to MacDill AFB where it would be relayed to the other Air Force

consumers. Pertinent information could also be passed by appropriate secure means to CONAD Control Center

Therefore, as slonger term solution to our problem, I would propose to task the [Army with establishing?]

a facility capable of intercept processing and reporting of Cuban tactical air and Cuban Air Defense Communications. Based on our preliminary information it would appear that in addition to the personnel required to perform the mission outlined above, there may be space to intercept and process some portion of the Cuban Military Problem. If so, I might further propose a co-located Army-Air Force facility

Note: General Kloco's comments on the interim and longer term solution

we solicited by Gen. Blake in this message.*

⁽TSC) DIRNSR Meg to COMUSAFSS, DTG 302241Z, 10234/30.

27. Culon Criais

a. During the Cubon crimin, D3 personal were assigned to TCS J-3 Battle Staff at the Pantagon to temp keep NSA, Fx. Musele, apprised and up to date on all aignificant collateral data relating to the Cubon crimin. Brownt planning is for D3 personal to return to Battle staff for duty if the opening is reconstrued.

b. Irrangement was made with JCS J-3 to provide for automatic inclusion of NSA representation when future crises dictate reviving the fant Bettle stay. Project Officers mames were exchanged for NSA, for NSA, for JCS) and the individuals have been in contact.

and maplementing actions during the Culon crisis, as well an the up-dating of CINCLANT and corresponding Component plans.

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SUSPENSE

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CONFIDENTIAL

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SECURITY CLASSIFICATION

ACTION PRECEDENCE

ROUTINE

WIFD PRESENCE

NCHE

SPECIAL HANGLING

FROM

DYRNSA

DATE: 13 APRIL 1962

TO:

CUSASA

CONFIDENTEL COMPANY OF THE PARTY OF THE PART

D32/ 494/62

MY 192244Z JAN AND TOUR 262126Z JAN BELATIVE TO !

INTERPATED ANALYST

OVERSEAS TOUR ELTREDED TO

AUGUST 63.

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DRAFTER

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DECLASSIFIED per SEC 3.4 E.O. 12006 by Director, NSA/Chief, CSB

date -20 Gpr 95

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AGO G1726/1958N

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MELLINGER PTO

3621343 KINE -CONFIDENCE OF

FECURITY CLASSIFICATION

-CONFIDENTIAL

13 April 1962

032/ 494/62

M/R: Previous correspondence to CUSASA, Serial N 2516, dated 20 Nov 61
questioned need for replacing ____ upon expiration his tour in August 1962. ASA
reply dated h January 1962 stated need for replacement. Referenced message
proposed that | be extended for one year during which time ASA would supply
a MB or senior NCO to be trained at NSA as | replacement. Subsequent messages
acquired | agreement to one year extension. This message informs ASA of
| extension. Coordinated with ASALMOP | This message
constitutes final reply to N6 RS \$113.

7D322/LO31-S/13 April 1962/bg

cc. M6142

__HANDLE MA COMINT CHANNELS ONLY



NOT SUBJECT TO AUTOMATIC DOWNGRADING

18 APRIL 1962
ELECTRICAL RELEASE
DISTRIBUTION:
0/11370-62

REFERENCE TO RAIMR TRACKING ON RUSSIAH EQUITMENT IN CUBA

Between 13 and 17 April 1962 radar tracking activities were mentioned in Cuban internal plaintext communications. These were accompanied by references to equipment designators which, in the past, have equated to known Russian radar sets. This is the first occurence noted of references to either radar tracking or to Russian radar equipment in Cuban internal

On 13 April 1962 a schedule was published that mentioned P-20 and P-8 "sets!"

Initial analysis suggested these were radio sets. Subsequent research revealed that P-20 and P-8 are Russian-made non-communication emitters, and that the schedule was a radar search schedule for them. P-20 and P-8 have been given the US nicknames TOKEN and KHIFEREST A.

Page 1 of 1 Page

-SECRET SAMKE-

2 May 62

SECRET
(HOT SUBJECT TO AUTOMATIC POWIGRADING)

2 May 62

DRY CARGO SHIPMENTS TO AND FROM CUBA IN SOVIET SHIPS 1. January - 31 March 1962

1. During the first quarter of 1962, 43 Soviet dry cargo ships made 43 voyages to Cuba delivering at least 228,000 metric tons of cargo excluding military cargo. These ships also transported approximately 370,000 metric tons of Cuban sugar and 2,238 tons of nickel concentrate to the USSR. Although the number of voyages during the quarter remained on a par with the first quarter of 1961, the tonnage deliverd in 1962 represented an approximate increase of 50 percent over the known tonnage for that same period in 1961. It also represents the largest number of known tons of cargo shipped to Cuba in Soviet ships for any quarter since shipments began. The following table shows the number of shipments and minimum amounts to Cuba monthly.

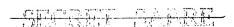
Morth		Number of Calls	Tons Delivered
January February March	Totals	13 17 <u>13</u> 1 3	66,689 85,484 76,ø85 228,258

- 2. The cargo ship SEVASTOPOL! [UOJE] was noted departing the Baltic on 25 December 1961 with an unknown cargo and arriving in Havana on 26 January 1962. However, it is estimated it arrived at an unknown Cuban port, possibly Mariel, on or about 14 January and departed on or about 25 January. This ship may be one of two ships reported unloading military equipment including armored tanks at Mariel 12-15 January and may also have unloaded four motor torpedo boats at Havana on 26 or 27 January (these four MTB's are not reflected under military cargo in the table in paragraph 6).
- 3. In addition to the above-mentioned cargo ships the Soviet expeditionary ship VLADIMIR OBRUCHEV [UDOK] arrived at Havana on 18 January after leaving Odessa on 20 December 1961 where it loaded diving suits before departing. Before arriving in Cuba it declared for Nicaro with a cargo of fuel oil; however, it proceeded directly to Havana. This ship remains in Cuba engaged in undetermined operations as of the writing of this report.
- 4. Of special significance is the arrival in Cuba during the first quarter of 1962 of at least eight motor torpedo boats and five KRONDSHTADT-class patrol vessels all of which departed from Murmansk. The TBILISI [UOUL] and the KOLKHOZNIK [UPLF] each carried four MIB's on deck and towed a patrol vessel. The BALTIJSK [UVHY], BRATSK [UTAC], and L'GOV [UQMW] each towed a patrol vessel in addition to carrying other cargo.

SECRET

((DETACH FRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

Page 1 of 17 Pages



a. See paragraph 6 for known military cargo delivered.

b. See paragraph 6 for further details.



SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)

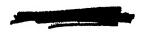
- 5. The Soviet tanker SLAVGOROD [UCDR], which departed Feodosiya 5 January and arrived at Havana 23 January, carried six motorized cranes on deck in addition to hauling a cargo of gas oil, (The cranes are included in the cargo list under paragraph 6. See Proposition of the control of the crane of the control of the cargo list under paragraph 6. See
 - 6. The following table shows known tonnages and types of cargo delivered.

Cargo	Item Count	Tonnage (Metric Tons)
Asbestos		7øø
Automotives:		,
buses	33	en en
buses-PAZ652	2 2	
cars	35	==
cars	3	5
dump trucks-MAZ205	73	5ø Ś
tractor trucks-KRAZ221	73 24	202
trailer	1	6
trucks-GAZ63	147	1 ¹ 17
trucks-KRAZ219	9	løø
trucks-MAZ200(with tra		294
trucks-MAZ200	29	18ø
trucks-MAZ200B	1.6	48
trucks-ZILL64	22	92ø
truck(approx. a lø-ton) — ·
spare for PAZ642 buses	29 cases	دمو شده
spare (unspecified)	151 cases	11
vehicles	30	21+0
vehicles	126	au um
vehicles		3ø8ø
vehicles-GAZ69	28	66
venicies-dazoy	20	
Books (composition)	500,000	- 00
Brick		188
Cement (white)		4342
Chain		1.1.
Chemicals:		
ammonium nitrate		11,698
amnonium sulfate		7,968
· borax		2ø
caffeine		1μ.
caustic potash		1.0
chemicals (unspecified)	525
citric acid		5
dinitrotoluene		1.Ø
hexametaphosphate		23
Isopropyl		8
methanol.		31
potassium bichromate		11
potassium nitrate		956
reagents		G.
sodu.		1,000
sodium cloride		5

SECRET

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

SHADER TANKE



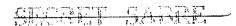
SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)

(1102)		
Cargo	Cargo Item Count	
		5.006
sulphur		5,226
super phosphates		14,221
urea		1,737 163
trinitrotoluene		.102
		2ø
Coal		232
Condensed milk		1,170
Cotton		1 ₁ 1 ₁
Dye (blue)		$7^{1_{+}}$
Dynamite (files fuzz)	50,000 meters	
Dynamite fuze (fire fuze)	Jo, pop meters	
Equipment:	58	927
bulldozers	5	1ø6
cranes	18	
cranes (automatic)	14	s
diesels with spares	••	1,
drilling equipment	4.	·
excavators	2	29
graders moulds	4	141
moulding machines	.1.5	9ø
moulding machines (model		314
technical equipment	יייני אייניען	1,462
tractors-MTZAT5M	6	
unspecified equipment	3	369
(malectited edutiment		5 ,
Geodesy radio equipment		3
Grain (including barley corr	n, flour, maize, oats, and wheat	
Grease tanks	5Ø	1_{\downarrow}
Gum resin		171
Industrial oil		25ø
Metals:		
cast iron ingots		266
construction metal	ı	2,570
lead ingots		2ø6
metal.		1,136
rolled iron		8øø
steel		2,837
tinplate		1,455
titanium tubes (length-	5400 milimeters) 50	
wire		3 ¹ +
Medicines:		,
medical equipment		λ _Ε 8
pharmaceutical products		O
Military cargo:	7.0	
AV-50 propellers	12	
crates (possibly ammunit	tion) 4- 8	
motor torpedo boats		
patrol vessels-KRONDSHT/	IDI CIRDS)	

SECRET

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)

Cargo	Item Count	Tonnage (Metric Tons)
portable radar van and	3. each	
five ton truck T-34 tanks	2	~-
tracked artillery vehic	cles 2	,
Paper:		259
kraft sack paper newsprint paper		99
Power cables		65
Rubber		250
Sunflower seed		1,448
Unspecified cargo (may incl tonnages of above carg	ude some or all of unlisted o except military cargo)	58,279
Wood:	F 000 at and and a	17,983
lumber	5,209 standords 61,918 ties	3,870
railway ties woodpulp	المام والمام والمام	11,224
noorbarb	Total	228,258

7. The following chart provides details of Soviet dry cargo ships calling at Cuban ports during the first quarter of 1962. (Dates, ports, and tonnages appearing in parentheses are estimated.)

SECRET

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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SECRET	SEVASTOPOL' [UOJE, 7176GT]	BOL'SERVEL SUCHANOV [UJTP, 66500T]	LABINSK (UQIR, 6660GE)	SETE	CHART
	Baltic 25 Dec	Leningrad (17 Dec)	Odessa/13 Dec	PORT(S) AND DATES OF DEPARTURE	DRY
	Unimown .	14gg tons sulphate, 19gg tons sode, 25g tons rubber, 3lg tons equipment, 6gg tons rolled iron, 4l bulldozers (656 tons) and 12g motor vehicles, 2g2 tons condensed milk	9377 tons cargo consisting of 5359 tons wheat, 3852 tons flow, 5 crames-196 tons, 63 tons equipment	CARGO	SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING) DRY CARGO SHIPMENTS TO AID FROM CUBA IN SOVIET MERCHANT 1 January - 31 March 1962
RET	Caknown Havane Cebenas Havana	Eavana Isabella de Sagua Nuevitas	Eavena Cabanas Nucvitas	CUBAN PORTS	CRET FOMMET DOWNER OM CUBA IN SOV. 31 March 1962
	(14 Jan) 26 Jan 2 Feb 12 Feb	7 Jan 29 Jan 26 Jan	t Jan 16 Jan 24 Jan	DOA	RADING) OVIET MEI
	(25 Jan) 2 Feb 12 Feb 23 Feb	19 Jan 25 Jan 13 Feb	16 Jan 23 Jan 15 Reb	DOD (C	RCHANT SHIPS
	\$645	13521	13396	METRIC TONS CUBAN SUGAR SHIPPED	
	This ship is probably one of the two ships reported un- loading military equipment, including armored tanks, at Mariel 12-15 Jan. May have unloaded 4 MIB's at Havana on 26 or 27 Jan. Departed for Leningrad with sugar.	To unload sugar at Odessa and Nikolaev. May elso have carried 123 passengers to the Soviet Union.	Unloaded sugar at Helsinkd, Finland.	REMARKS	

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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GRANET SABRE

	METALLURG BAJKOV Odessa 5 Jan [URQU, 12316GT]	[TEILISI (Enery Testect	ALAP'AETSK [URIL, 5419GI]	S <u>E</u> 2	CEART
	W Odessa'5 Jan	Arkhangel'sk 15 Nov Murmansk 18 Dec	Odessa (31 Dec)	Rize (18 Dec)	PORT(S) AND DATES OF DEPARTURE	
SECRET	2919 tons unspecified cargo	1392 standards of lumber (5000 tons), 3339 tons decodoulo, a motor torpedo boats. Also towed 1 KRONDSHTADT-class patrol vessel to Cube.	Odessa (31 Dec)2 T-34 tenks, 1 portable hadar van end 5-ton truck, 2 tracked artillery wehicles, 1 large truck (approximately 13 tons), undetermined number of crates (possibly armunition)	1230 tons super phosphates; 1325 tons general cargo, including 3200 cases vodua, 620 cases champagne, 225	CARGO	SECRET (HOT SUBJECT TO AUTOMATIC DOWNGRADING)
ET	Hicaro Jucaro Cienfuegos	Havene Antille Moa Musritas	Meriel Meritas Pastelillo	Hevene' Jucaro'	CUBAN PORTS	ATIC DOWNG
	21 Jan 24 Jan 3 Feb	17 Jan 5 7 Feb 15 15 Feb)19 20 Feb 1	15 Jan 17 Jan 18 25 Jan	0.94 the 1.02 the 1.02 the 1.02 the 1.03 the 1.0	DCA	RADING)
	23 Jan 3 Feb	1 Not 2 Not	15 Jan 16 Jen 17 Jen 25 Jen 16/25 Jen 31 Jen	는 요 전 명 명 명 연 명	DOD NA	
	78888	ee63	. 147g2	88 89	NETRIC TONS CUBAN SUCAR SHIPPED	
	Declared for Consimy with 1,999 tons general cargo when transiting Bosphorus. To unload sugar at Black See port.	To unload sugar and nickel concentrate at Murmansk. Approximately 1999 tons nickel concentrate was loaded at Moa.	Declared empty when departing Black Sea. Unloaded military cargo at Mariel. Departed Cuba for Odessa with sugar.	Unloaded sugar at Kaliningrad.	REMARKS	

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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CHANGE OF THE STATE OF THE STAT

	MARSEAL GCVOROV [UNAZ, 5058GT]	MICHURINSK [UOSB, 5518GT]	DEPUTAT LITEKTJ [UJYQ, 9935GT]	LENTICEORSK (UIWY, 9935cT]	USTYUZEMA ([ULGK, 5628GT]	SELP	CEART
	V Leningred	Baltijsk 12 Jen	Wikoleev (31 Odessa 8 Jan	Constanta (1	Nikolaev 30 Dec Odessa/3 Jan	PORT(S) AND DATES OF DEPARTURE	
SECRET	6349 tons consisting of 3277 tons general cargo for Havana, including 525 tons chemicals, 4 diesels with spare parts and 3072 tons ammonium nitrate for Cienfuegos	en 3880 tons including 800 tons emmonium sulphate; remeining space was loaded with motor wehicles.	Dec) 91%6 tons general cargo, including 3 tons geodesy radio equipment	Jan)6582 tons com and 2843	e 6144 tons wheat	CARCO	SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)
ET	Sentiago 10 F Guentanamo20 F Sentiago 28 F	Hevane Wenzanillo	Sentingo	Santiago /24	Hayanna (CUBANI PORTS	ATIC DOWNER
	e e e e e e e e e e e e e e e e e e e	29 Jan 11 13 Fed 27	28 Jen 29 F	Hebb DT	22 Jan 25 J	DOA DOD	(ADING
.	Feb Feb Mar 7426	ы ы со со со со со со со со со	9998	(A) (A) (A) (A) (A) (A) (A) (A) (A) (A)	Jan Feb 6571	METRIC TONS D CUBAN SUGAR SHIPED	
	Returned to Leningrad with sugar.	To unload sugar at Nikolaev.	To unload sugar at Odessa and Mikolaev.	Degented for Odesse	Sunkered at Odessa en route Jubs. To unload sugar at Black Sea port.	REVARKS	

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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SECRET SABRE

	ASKOL'D ([UDAR, 71760])	CHERITAKTIOVSK (KCASHOURAD [UWCX, 950CEGE]	[UUZS, 9501GI]	SHIP	CHART
	Dairen, China 31 Dec	Odessa 23 Jan	Lessingred 20 Jes	Leningred 16 Jen	PORT(S) AND DATES OF DEPARTURE	
SECRET	6976 tons limber (1354 standards)	7288 tone wheat	2128 tons general cargo for Harana, inwinding 1999 tons oats, 26 huses, 11 bulldozers (176 tons), 4 excavators, 6 motor vehicle Also 956 tons potassium nitrate for Cisniusgos.	3503 tons cargo for Havens, including alignine oil, electrical equipment, tools domestic applicaces. Also ill? tons american uitrata for Clenfuegos.	CARGO	SECRET (NOT SUEJECT TO AUTOMATIC DOWNGFADING)
ET	Sentiego Menzanillo	Scritiago	Sentia Cruz 7	Havana Cledfuegos Tunas de Zaza' Sastiago'	CUBAN PORTS	ETTC DOWNG
	0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00	5) 160 5 160 5 160 5	0 0 4 50 5 8 8 8 5 8 8 8 6 8 7 5 6 7 5 6 7 7 5 7 5 7 7 5 7 5 7 7 7 7 7 7 7 7 7 7	21 22 12 12 12 12 12 12 12 12 12 12 12 1	DCA	eading)
	11 %ar	21 Heb	점 B 0, 15 15 B 일 합 12 C 설 점 10 C U COL	9 # # # # # # # # # # # # # # # # # # #	DOD MET	
	8275	g g D S	13211	12901	METRIC TONS CUBAN SUCAR SHIPPED	
	Passed through Panama Canal at 5525132 Teb en route Cuba. To un- load sugar at Baltic port.	Departed for Leningrad with sugar.	Embarket 11 passengers at Cuba for the USSR. Returned to Baltic with sugar.	To unload sugar at Vladivostok. Took on bunker at Santiago before departing for Par East.	PT ASS	

((DETACH PRIOR TO RELEASE TO NON-THEOGRAPHED RECEPTERITS))

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The state of the s

	FRIDRIKH ZHOLIO KYURI [UQDP, 12285GT	L'GOV / [UQMW, 5382CT]	IVAN POLZUNOV [UVMR, 71763T]	SHIP	CHART
	Odessa/24 Jan	Leningrad 24 Dec Murmansk 7 Jan	Leningrad 13 Jan	POST(S) AND DATES OF DEPARTURE	
SECRET	13978 tons consisting of 1178 tons cotton, 3484 tons maize, 1614 tons barley, 250 tons industrial oil, 849 tons steel, 25 tons coal, 266 tons castiron ingots, 34 tons wire, 11 tons chain	2466 tons ammonium sulphate, Havana 3g vehicles-24g tons, 1 Casild trailer-6 tons, Also towed 1 KRONSHTADT-class patrol ressel to Cuba.	3262 tons various cargo, including 7 buses, 35 cars, 10 tons dinitrobluene, 85 tons trinitrotoluene, 74 tons dynamite, 50,000 meters fire fuze; and 500,000 composition books	CAFGO	SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)
ET .	Esigna l Jucaro Cienfuegosa	Gasilda' 23	Hevane 11	CUBAN PORTS I	ET DOWNGRA
	1 Feb 6 Mar 8 Mar 25 Mar 1 Mar 25 Mar	3 Feb 3 Mar 3 Mar	1 Feb 11 Mar	DOA DOD S	varie)
	14994	ය න රා	9498	METRIC TONS CUBAN SUGAR SHIPPED	
	This is a new ship on her maiden voyage. Returned to Odessa with sugar.	Departed for Kaliningrad with sugar,	To return to Lemingred with sugar.	eelarks	

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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	ARKHANGEL'SK (UVCO, 5660GT)	MIKLUKEO MAKLAJ [UOVB, 7212GT]	BRATSK [UIAC, 5518GT]	SHIP	CHART
	Leningrad 25 Jan	Makhodka ' 5 Jan	Leningrad 29 Dec Murmansk (22 Jan)	PORT(S) AND DATES OF DEPARTURE	
	2835 tons cargo, including unknown emount of armonium nitrate for Santiago; 5% titanium tubes with a length of 54,6% millimeters for the Moa Nickel Mine, 1% tons caustic potash, and 12 AV-5% propellers	5ø66 tons woodpulp	3816 tons general cargo including 1820 tons in holds and deck cargo of 2 cases of 18 tons each, 1 case 25 tons, 1 case 14 tons, and 2 cases12.5 tons each.for Havana. Additionally 1862 tons ammonium nitrate for Santiago. Also towed 1 KRONSEMADT-class patrol vessel to Cuba.	CARGO	SECRET (NOT SUBJECT TO AUTOMATIC DOWNGRADING)
SECRET	Havana (15 Feb Santiago 3 Mar Cienfuegos 19 Mar	Havana 13 Manzanillo 4 Sentiago 19	Havana Santiago Guantanamo Santiago	CUBAN PORTS	SECRET AUTOMATIC DOWNG
	15 Feb 3 Mar 13 Mar	Feb Mar Mar	12 Feb 29 Feb 22 Feb 27 Feb 0 28 Feb 7 Mar 7 Mar 15 Mar	DCA	RADING)
	l War 9 Mar 17 Mar	1 Mer 18 Mar 29 Mer	Ø Feb 7 Feb 7 Mar 5 Mar	DOD SU	
	6342	7646	78ø6	HETRIC TONS CUBAN SUGAR SHIPPED	
	To unload at Baltic port(s).	Passed Panama Canal 9 Feb. To unload sugar at Far East ports.	Departed for Baltic with sugar.	REMARKS	

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	STANISLAVSKIJ [UUNQ, 3179GT]	VOLKHOVGES [UPXG, 5494GR]	BERDYANSK [UIWP, 5436GT]	5 <u>115</u>	CII
	NSKIJ 3179GT]	ES /	36GT]	Ħ	CIFEL
	Odessa 1 Feb	Arkhangel'sk 24 Jan Murmansk 1 Feb	Leningrad 31 Jan	PORT(S) AID DATES OF DEPARTURE	
SECRET	1462 tons technical equipment.	2819 tons wood pulp, 28 MAZ 205 dump trucks (185 tons), 2 PAZ 652 buses, 29 cases of spares for PAZ 652, 6 MIZATSW tractors	7478 tons cargo for Havane, including 1390 tons white cement, 657 packages of steel-1176 tons, 10296 cases tin piate-914 tons, and 3423 tons ammonium nitrate.	CARRO	SHORMED DOLLGINGERO)
E I	Havana Antilla	Havena Puerto Pa Monati	Mentanzas Havana Cardenas Máriel	CUEAN PORTS	ATIC DOLL
	23 Feb Peb	Padre 11 Mar 16) 16 Mar 18 Mar	21 Feb 23 War 28 War 28 War	DCA	COLICAND
	(25 Feb) 28 Feb	23 Feb 13 Mar Tre 11 Mar 16 Mar 16 Mar 18 Mar	10 Mer 20 Mer 28 Mer 31 Mer	DOD ST	
	5146	64.9	-1 -20 	HETRIC TONS CUEAN SUCAR SHIPPED	
	To unload sugar at Tallin This ship declared for Africa and subsequently went to Guba.	Vehicles loaded at Murmansk. To unload sugar at Baltic ports.	This ship had a collision with the Italian ship S.S. Tolore at position 53-461 33-453 at 3634327 Feb. It then continued royage to Juba and was scheduled to transfer a patient to the terrier ITEPAYA (UST), probably in vicinity of Santa Maria Island, Azores. To return to Baltic with sugar.	REVARKS	1

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	ALEKSANDROVSK [UVZU, 5419GT]	STEPAN RAZIN [UUMK, 7176GT]	BALTIJSK ([UVHY, 5585GT]	DINIGORSK (UQHI, 7288EGT]	DHITRIJ DOMSKOJ [UKDF] 5064GT]	SHI	CEART	
	Leningrad (9 Feb)	Vladivostok 24 Dec Dairen, China	Leningrad 29 Dec Murmansk 2 Feb	Hikolaev ((7 Feb)	Kaliningrad 27 Jan	PORT(S) AND DATES OF DEPARTURE		
SEC	22%4 tons ammonium nitrate for Cienfuegos and 2028 tons general cargo includ- ing 986 tons white cement for Havana	6007 tons lumber (1963 standards)	4085 tons cargo including 10 molding machines (60 tons). Also towed a KRONSHIMDI-class patrol vessel to Cuba.	8219 tens cargo consisting of 3225 tens grain and 4994 tens general cargo	lløg tons emmonium sulfate	CARGO	SECRET (IOMACIC DOMIGRADING)	
SECRET	Hevana Cienfuegos	Casilda (Cienfuegos)	iis-rana Isabella de Sagua Caibariem	Meriel Sentiago	Hevane Isabella de Sagua Matanzas	CUBAN PORTS	WIT	
	28 Feb 23 Mar	28 Feb [11 Apr)	26 Feb 9 Mar 17 Mar	25 Feb 13 Mar	24 Feb 17 : (18 Mar)23 N 24 Mar 29 N	DCA	RADING)	
	22 Mar 6 Apr	(11 Apr) 14 Apr	9 %ar 17 %ar 26 %ar	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	17 Mar 23 Mar 29 Mar	DOD Su		
	3119	4956	7858	ें प्र	8452	METRIC TONS CUBAN SUGAR SKIPPED		
	Departed for Baltic with sugar.	Departed for the Baltic	for Cuba, this ship turned north and made a stop at Mumansk where it took this subchaser in tow for Cuba. To unload at Baltic port.	Departed for Odessa with sugar.	Degembed for Murmansk with sugar.	REMARKS		

((DETACH PRIOR TO RELEASE TO HON-INDOCTRIBATED RECUPIERTS))

SECRET SABRE

	[UICP, 5513GT]	SRETENSK (UTWQ, 54193T)	[UKKB, 5419KT]	KOLKHOZITK [UPLF, 71483T]	SHIP	CHART
	Leningrad 18 Fab	Lewingreat 12 Feb	Rigs Venderile 13 Feb	Leningred (29 Dec) Murmansk (1 Feb)	FORT(S) AND DATES OF DEFARTURE	
Se	4659 tons cargo consisting Ha of 854 tons white cament, 6 buildozers-95 tons, 2 de graders-29 tons, 173 tons urea, 78 tons trinitrotoluene,	3998 some cargo, including 8 tons pharmacautical products, 5 molding machines 30 tons, 163 tons comestruction metal	CODE tous meneral care	Towed one KROMSHTADT-class patrol vessel and carried 4 MTE's on deck. 800 tons unspecified cargo.	CARGO	SECRET (HOT SUBJECT TO AUTOWATIC DOWNGRADING)
SECRET	Hawana 8 Santa Cruz'l9 del Sur	Errana Tunas de Zeva Sentitugo	Herman Ederio Cadri Vita	Havana /	CURAN PORTS	RET OWATIC DOWNS
	महर 6T अला 8	15 New 23 New 25	10000000000000000000000000000000000000	1 Mar 29 Mar	DC/	(PITTEW
	15 Nar 28 Nar	21 May 21 May 25	A Med 14 Wed 14 Med 25 Med 21 Med 14 Wed	17 Nar 1 Apr	NETRI DOD CU SUCAR	
	7950	32.23 32.23	\$ 55	95 9 9 9	SUCAR FADUS CECETHS RADUS CECETHS FOR	
	To return to Leningred with sugar.	To uniond sugar at Lemingrad. After 5 days delay at Tumes de Zaza, this ship loaded in Santiago.	In udlesd suger at Wikolaar.	After departing Baltic for Cuba, this ship made a stop at Murmansk where it loaded the Mrs 's and took the subsideer in trw. On 25 February, while approaching Cuba, it transferred 74 roms of bucker to the patrol vessal. To return to Laddigman with sugar.	REMARKS	

((DETACH FRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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				, , , , , , , , , , , , , , , , , , , ,	
	ATKARSK ([UVAD, 5513GT]	URZHOW [UIFI, 5628GT]	IZHEVSK (Cont'd)	\(\frac{1}{1} \)	CEART
	Leningrad 21 Feb	Nikolaev (17 Feb)		PORT(S) AND DATES OF DEPARTURE	
SEC	5624 tons cargo including 812 fons steel, 541 tons timplate, unknown cargo of 676 packages-718 tons, 188 tons brick, 3 cars-5 tons, 4 tons drilling equipment, 4 tons blue dye, 2299 tons armonium sulfate, 11 tons potassium bichromate, 4 tons medical equipment, 5 tons citric acid, 29 tons borex, 31 tons methanol,	6939 tons cargo including 516 tons wheat, 835 tons maize, 1136 tons metal, and 2447 tons construction metal.	171 tons gum resin, 323 tons oats, 42 MAZ 280 trucks with trailers (294 tons) 22 ZH 164 trucks-92 tons, 47 GAZ 63 trucks-147 tons, 26 GAZ 69 vehicles-61 tons	CARGO ;	(HOI STELLE TO AUTOLATIC DOWNGRADING)
SECRET	Hevena Metanzas	Hevane Antilla		CUBAN PORTS	DIATIC DOWN
	11 Mar 24 Mar 2 Rep	13 Mar 25 Mar 16 Mar 25 Mar		DQA	GEAADIIG)
	23 Mar 7 Apr	मुख्य हुं		DOD SUC	
	8139	7010	·	NETRIC TOMS CUBAN SUGAR SHIPPED	
	Departed fo	To return to with suger.		RE:4.RKS	
	With sugar.	. Black Sec			

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

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	NEDNOGORSK [UREJ, 5500EGT	ATKARSK (Cont'd	SHIP	CHART
·	Ventspils 7 Feb Riga/23 Feb	d) Mikolaev (12 Feb) Odessa 24 Feb	PORT(S) AID DAITES OF DEPARTURE	
SZ	6234 tons consisting of 5226 tons sulfur, 24 KARAZ 221 trucks-222 tons, 9 KARAZ 219 trucks-129 tons, 16 MAZ 2998 trucks 48 tons, 19 MAZ 295 trucks 323 tons, 29 MAZ 295 trucks-180 tons, 50 tanks for grease-4 tons, 151 cases spare parts-11 tons, 41 tons molds; 99 tons newsprint paper.	8 tons isopropyl, 23 tons hexametaphosphate, 6 tons resgents, 700 tons asbestos	CARGO	SECRET (HOT SUBJECT TO AUTOMATIC DOWNGRADING)
SECRET	Havera Noe Nencenillo	Havana Isabella de Sagua Nuevitas	CUBAII PORIS	RET OMATIC DOWNO
	15 Mar 17 Mar 19 Mar 27 Mar 26 Mar 13 Apr	14 Mar 27 Mar 28 Mar 31 Mar 1 Apr 4 Apr	DCA DOD	RADIIG)
	7952	191-75	METRIC TONS CUBAN SUGAR SHIPPED	
	This ship made veyages to Cube as a replacement for the DMITRIJ POZHARSKIJ Sulfur was loaded at Ventspils and vehicles at Rigs. To return to Black Sea with sugar and 1238 tons mickel concentrate-2500 barrels.	Departed for Odessa with sugar.	REMARKS	

((DETACH PRIOR TO RELEASE TO NON-INDOCTRINATED RECIPIENTS))

SPERMY SARRE

	KUBAN [UOVY, 7185GT]	IVAN MOSKKIN [UKPF, 3385GF]	KISLOVODSK (SELP	CHART
	T] Nikolaev Odessa	Novorossijsk T] 26 Feb	Liepaya', Leningrad 27 Feb	PORT(S) AND DATES OF DEPARTURE	
SEC	7530 tons corn and wheat	61,918 railway ties valued at \$356,443.10-(3870 tons)	5573 tons cargo, including 1448 tons sunflower seed, 30 tons condensed milk, 206 tons lead ingots, 65 tons power cables, 811 tons cats, 259 tons kraft sack paper, 1162 tons white cement, 4 tons caffeine, 5 tons sodium chloride, 2 CAZ 69 cars, 5 tons, equipment 9 tons, 13 model 703M molding machines-34 tons	CARGO	SECRET (HOT SUBJECT TO AUTOMATIC DOMIGRADING)
SECRET	Havana Preston Micaro	Santiego/ Antillo/	Havana (Cabanas (Mariel /	CUBAII PORTS	ET MATIC DOMI
	18 Mar 24 Mar 31 Mar	18 Wer 14 Apr	16 Mer 27 Mer 31 Mer	DOA	GRADIIG)
ē	23 Mer 31 Mer 7 Apr	13 Apr 20 Apr	27 Mar 31 Mar 9 Apr	DCD P	
	6173	5126	S853	NETRIC TONS CUBAN SUGAR SHIPPED	
	Wade a stop at Conskry 23 Feb where she unloaded two heavy weights weighing 72 tons each. Departed for Havera on or about 3 March To carry load of sugar to Vladivostok.	Departed for Baltic with sugar. Loading of sugar aboard this vessel was delayed due to creosote odors.	Sunflower seed was loaded at Liepaya, other cargo at Leningrad. To return to Baltic with sugar.	REPARKS	

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	LOTTE, SOCOCE	UGLEURAL'SK	LENINSKIJ KOMSOMOL [UQIM, 12016GT]	ZIRS	СНАКТ
	上 200元 -	Nikolaev/	Knerson 27 Feb (Odessa) 5 Mar	PORT(S) AND DATES OF DEPARTURE	
ES.	·	4150 tons wheat, 1912 tons	13021 tons superphosphats	CARGO	SECRET (NOT SUBJECT TO AUTOMATIC DOMESPADING)
SECRET		Santiago	Mariel Cienfuegos Niquero Menzanillo	CUBAN PORTS	CRET TOMATIC DOWN
		26 Mar 2	zāv 52 zāv gī zāv gī zēm 52	DCA	SRADING)
		20 Apr	6 Apr (9 A <u>p</u> r)	NE DOD SU	
		6529	(7250)	METRIC TONS CUBAN SUGAR SHIPPED	
	A Port	Departed for Black Sea	Departed for Black Sea with sugar,	REJAPKS	

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-SERRET SARRE

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CUBAN ATR FORCE VIIF COMMUNICATIONS PROCEDURE

The object of this report is to provide a preliminary analysis of Cuban aircraft and ground control procedures and terminology as they are reflected in tactical and civil air communications. Primary emphasis is placed on Cuban tactical air communication procedure where possible, but tactical and civil air terminology appear to overlap. Military pilots and civilian pilots use approximately the same terminology to describe or refer to operations or equipment common to both. Cuban weather terminology follows general Spanish language usage.

A tentative resemblance has been discovered between a known Massian system of aircraft plotting and one being used by the Odbans. This plus the fact that the Cuban Air Force is largely equipped with Russian-built tactical airplanes manded by bloc-trained pilots suggests that as Odba's Air Force communications develop they will probably do so along bloc lines. Tactical training is definitely underway and preliminary linguistic analysis of intercept from it establishes the participation of non-Cuban control personnel. While the pronunciation and accent of these controllers seems to be Clavic or Middle European and several samples of Russian voice have been processed.

The Circ generalizations regarding the predominant nationality of these advisors can be made at this time.

COMINT reflections of Cuba's present tactical air capability are somewhat contradictory. Several mentions of formation flying have occurred, but no information could be derived regarding the purpose or size of the formations. There has been at least one instance of a readiness run-through procedure associated with what appeared to be a scramble tateout or simultaneous airplane launching exercise. This involved at least 7 airplanes. Turing the exercise the control officer suddenly interrupted to admontah "all pilots" to gently lift their crafts' noses on takeoff. While is seems unlikely that pilots engaged in scramble exercises would require such a varning, this probably reflects the fact that the Cuban Air Force is developing under forced draft conditions. This may

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SECRET-SABRE-

also explain the lack of uniformity apparent in certain basic procedures.

Altitudes are reported in either feet or meters and ground control personnel have been heard asking pilots which was being used.

Voice transmissions are acknowledged by both air and ground personnel in a variety of ways. While a disregard for straight book procedure is not uncommon among veteran pilots and communications personnel, it is felt that the inconsistency of terminology among Cuban personnel might be attributed to their newness at this type of operation.

Other tactical items observed have been limited references to practice bombing and at least one convergation mentioning the launching of anchored target balloons for aerial gunnery practice.

There is little or no information available regarding the location of these activities. Communications security has been very well maintained through a system of cover words and/or callsigns.

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18 JUNE 1962 CORRECTION NO 1 TO

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0/12502-62

1. Change reference number to 0/12937-62.

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ELECTRICAL RELEASE
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5 Jun 62

NEW SOVIET CARGO SHIP EN ROUTE CUBA WITH POSSIBLE MILITARY CARGO

- 1. The new Soviet cargo ship BELORETSK [USMZ], built in Copenhagen and subsequently noted in underway trials off Norway in the latter part of April 1962, is now en route Cuba from Arkhangel'sk via the Great Circle route.
- 2. The BELORETSK bunkered at Murmansk before departing for Arkhangel'sk, where it arrived on or about 10 May, and is estimated to have departed as late as 28 May. It was scheduled to load 2500 standards of sawn timber; however, only 1670 standards (approximately 5240 metric tons) were loaded. Its announced cargo-carrying capacity is 14,150 metric tons and its estimated gross tonnage is 10,300 tons. The 1670 standards of lumber is the only known cargo on board and appears to be a relatively light load for a ship of this size when compared with the DEKABRIST [UOML, 7176CT] which delivered 5583 metric tons of lumber to Cuba in April and the ORENDURG [UYXII, 11050EGT] with 10,013 metric tons (3189 standards) of sawn timber on board now on route Cuba. It is therefore believed that the BELORETSK may be carrying a partial load of military cargo following a pattern similar to the cargo ships BALFIJSK, BRATSK, L'GOV, KOLKHOZNIK, and TBILISI, all of which carried MTB's and/or towed patrol vessels to Cuba from the Murmansk area (see 0/6856-62 and 0/9480-62). It is not felt, however, that this ship is towing a patrol vessel as the SOA has been as high as 19 to 20 knots.
- 3. The last-reported position on the BELORETSK was 49-48N 37-36W at \$31500Z June.

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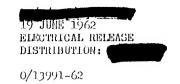
FIRST ELINT EVIDENCE OF SCAN ODD RADAR IN GUBAN AREA

ON I MAY 1962 A RECONNAISSANCE MISSION IN THE CUBAN AREA INTERCEPTED SIGNALS FROM THE SOVIET AIRBORNE IN-TERCEPT RADAR, SCAN ODD. THIS CONSTITUTES THE FIRST ELINT EVIDENCE OF THE PRESENCE OF ANY SOVIET ARBORNE INTERCERTS RADAR IN THE CUBAN AREA. THE SIGNAL DISPLAYED NORMAL PARAMETERS OF 2125 PPS AND AN 8-BAR RASTER SCAN. AT THE TIME OF THE INTERCEPT THE MISSION ARCRAFT WAS ON AN EASTWARD COURSE ABOUT 40 NM SOUTH OF THE WESTERNMOST TIP OF CUBA. THE BEARING OF THE INTERCEPT IS UNKNOWN DUE TO THE FACT THAT THE SIGNAL WAS IN THE BACKGROUND OF ANOTHER SIGNAL ON WHICH BEARINGS WERE BEING TAKEN. THE RADAR WAS IN THE SEARCH MODE AND IT DID NOT APPEAR TO FOLLOW THE MISSION AIRCRAFT. THE INTERCEPT OF SCAN ODD SIGNALS HAS BEEN ANTICIPATED FOR SOME TIME BECAUSE OF THE REPORTED PRESENCE OF BOTH MIG 17 AND MIG 19 AIRCRAFT IN THE CUBAN AREA. SCP-3 DIST:

Page one of one page

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CUBAH AIR FORCE LONG-RANGE FLIGHTS

The following item dated 182030Z Jun 62 is released by NSA as received from the field:

1. Pilot chatter referring to wing tanks on 16 June 1962 may provide evidence Cuban Air Force jet fighters have long-range capabilities ((A)), and that pilots are becoming more adept in aircraft handling. This suggestion is based on the following:

During a training flight on 16 June, one pilot (suffix 31) experienced difficulty switching from one wing tank to the other, causing his right wing to dip. An unknown station asked 31 if his aircraft was controllable, and if not, to drop his tank. The pilot replied that he was in full control of his aircraft, and subsequently requested and was granted permission to enter the traffic pattern. The pilot was definitely Cuban, and may be considered experienced in that at no time did he appear to lose control of his situation.

2. In context with above it was also noted that a "Buddy system" seems to be in effect in the Cuban Air Force, in that while pilot 31 was having difficulties, he was in constant communications with only one other pilot (suffix 41). Shortly before being cleared for landing, he established communications with suffix 61.

((A)) COMMENT: The ranges of MIG planes are:

· MIG - 15 NATO Code Name: "Fagot"

Normal range: 896 km (500 miles)

Range with external tanka: 1,340 km (340 millar)

MIG - TY MATO Code Nama: "Presco"

Normal range: 820 km (510 miles)

Range with external tanks: 1,860 km (1,160 miles)

MIG - 19 NATO Code Name: "Farmer"

Normal range: 965 km (600 miles)

Range with external tanks: 1,370 km (850 miles)

Page 1 of 1 Page

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ELECTRICAL RELEASE 22 JUNE 1.962 DIST:

ELECTRONIC INTERCEPTS IN CUBAN AREA

ANALYSIS OF RECENT ELINT MISSIONS IN CUBAN AREA REVEALS THAT THERE MAY BE AS MANY AS 13 TOKEN/TOKEN VARIANTS, 13 KNIFE REST A/RUS 2, 6 FIRE CANS, POSSTBLY ONE LANDBASED SO-1 AND SEVERAL SOVIET SHIPBORNE RADARS INCLUDING SO/SF/SKIN HEAD, NEPTUNE, AND BALL GUN OPERATING IN THIS AREA. INTERCEPTS OF AIRBORNE RADARS CONSIST OF THE AT TYPE SCAN ODD. SCAN ODD IS INSTALLED IN CERTAIN MODELS OF THE MIG 17 AND MIG 19. DEFENSE OF HAVANA APPEARS TO BE THE PRIME CONCERN JUDGING FROM THE HEAVY RADAR DEPLOYMENT IN THAT VICINITY. THE SECONDARY AREA OF CONCENTRATION IS SANTA CLARA IN THE CENTRAL PORTION OF THE ISLAND. A POSSIBLE ROCK CAKE/STONE CAKE HEIGHT-FINDER WAS REPORTED EARLIER, BUT NO ADDITIONAL ELINT EVIDENCE IS AVAILABLE. THE V-BEAM CAPABILITY OF THE TOKEN IS PROBABLY THE ONLY SOURCE OF HEIGHT DETERMINATION POSSESSED BY CUBA AT PRESENT. THE BAR LOCK/BIG MESH WHICH WAS SUSPECTED HAS NOT BEEN CONFIRMED BY ELITHY. ON ONE MISSION AN INTERCEPT WAS MADE OF A SIGNAL WHICH HAD PARAMETERS OF THE CZECHOSLOVAKIAN DEVELOPED RADAR, WOOD GAGE. THE RADAR IS TENTATIVELY CARRIED ON THE CUBAN COAST NEAR CAJIO (22º 43' N - 82º 26' W). DIST:

PAGE ONE OF ONE PAGE.

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ELECTRICAL RELEASE 28 JUNE 1962 DISTRIBUTION:

HIGHT FLIGHTS OF CUBAN JET AIRCRAFT

On 19 June 1962, intercept of the Cuban Military Air tactical communications reveals that the Cuban Air Force is flying Jet aircraft during the hours of darkness. Between 0115 and 0406Z (2015 and 2306 Cuban Local Time), a ground controller, probably located at San Antonio de los Banos, was active in contact with seven aircraft pilot suffixes.

COMMENTS: This is the first firm evidence that night flights of jet aircraft are being conducted by the Cuban Air Force. On 23 May 1962, a pre-flight message was passed scheduling jet practice flights as late as 0400Z (2300 local). However, no fulfillment of this schedule was noted. See

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1. WEA HAS BEEN DIRECTED BY SEC LET TO ESTABLISH A SIGINT COLLECTION CAPABILITY IN THE VICINITY OF HAVANA CUBA'AS A MATTER OF THE HIGHEST INTELLIGENCE PRIORITY AND TO INITIALLY DIVERT THE USS OXFORD FOR THIS PURPOSE.

DIRMSA HAS INITIATED ACTION TO OBTAIN THE SERVICES OF AN MSTS SHIP FOR THIS PURPOSE TO BE OPERATIONAL NOT LATER THAN 1 DEC 1962.*

2. SINCE FULL CAPABILITY OF OXFORD CANNOT BE UTILIZED EFFECTIVELY IN HAVANA AREA, REQUEST CNO ASSIGN SHIP TO RELIEVE OXFORD AS AN INTERIM MEASURE UNTIL MSTS CONTRACT SHIP IS AVAILABLE. NSA WILL INSTALL SPECIALIZED EQUIPMENT SIMILAR TO THAT USED ON

SHIPBOARD SPACE REQUIRE-

MENTS ARE SIMILAR.

34 FOR DIRNAYSECGRU. IF INTERIM SHIP REQUESTED CANNOT BE MADE AVAILABLE, AND ON STATION BY 15 AUG, REQUEST OXFORD BE DIRECTED RETURN OPAREA OFF HAVANA ON COMPLETION SAN JUAN VISIT 8-14 AUG. SHOULD THIS DIVERSION BE EXPECTED TO EXTEND FOR ANY LENGTH OF TIME REQUEST THE NECESSARY ADJUSTMENTS BE MADE IN THE REMAINDER OF THE CURRENT ITINERARY FOR OXFORD

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Subj: Many Participation in Increased SIGING Program for Cuba (S)

Ref: (a) SECREF means of 16 July 1962, subj: Increased SIGIAT Program for Cubs (8)

- 1. Reference (a) directs that the Maval Security Group (Op-94G) realign its resources to provide greater coverage of Cube "in response to highest priority intelligence requirements." MSD has been aware of this development for several days and is determining how best to carry out the directive.
- 2. The degree of impact which the directed actions will have on naval intelligence collection is not get known. Inevitably some loss will occur. but every effort is being made to keep it to a minimum. MSG is exploring with the Director, National Security Agency such things as having the other services assist with the increased marning against Cuba wherever possible.
- 3. The increased effort against Cube directed by the Secretary of Defense will require approximately 20 officers and men at . It is not enticipated that any military construction will be required, since it is planned to rehabilitate existing facilities and to utilize wans at at
- 4. It is understood that DIRWSA will arrange directly with COM MRIS for the MSTS ship and that the SRUMT effort will be manned by Army personnel.
- 5. The interim arrangements for shipborne intercept will extend until about 1 Docember 1962 and will probably require use of a Newy ship. CINC. LAMPIN is being requested to comment on the feasibility of utilizing an ammiliary type operating out of
- 6. The Deputy Director of Naval Communications for NAVSECURO (Op-946) will continue to coordinate all arrangements for implementation with the Director MSA.

Page 1 of 1 page Copy 2 of 6 copies

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ELECTRICAL RELEASE 24 Jul 62 DIST:

UNUSUAL NUMBER OF SOVIET PASSENGER SHIPS EN ROUTE CUBA

1. At the present time there are at least four, and possibly five

(the ALMIRAL MAKHIMOV), Soviet passenger ships en route Cuba with a possible

3335 passengers on board. Three of these ships departed Baltic ports and

two departed Black Sea ports. Following is a summary of the passenger ships
en route or possibly en route Cuba (all information on the three ships departing
the Baltic is estimated):

	Departed	Last Known Position	Passengers on Board	ETA Cuba
MARIYA ULYANOVA [ULGH, 4871GT, PAS]	Kaliningrad 19 Jul	Within 40 n.m. of 23-48N 63-06W at 231612Z	31+18	26 Jul
MIABAROVSK (UUYW, 4871GT, CG)	Leningrad 18 Jul	32-55N 45-35W at 221500Z	740	26 Jul
MIKHAIL URITSKIJ / UIGF, h8710T, PAS]	Rlg a 12. Jul	Within 60 n.m. of 30-06H 53-30W at 231700Z	31±ù	28 Jul
IATVIYA ([UYYB, 4871GT, PAS]	Black Sea 13 Jul	W1Unin 60 n.m. of 32-00H h9-00H at 240509X	365	28 Jul
ADMINAL NAMIIMOV [UKDD, 15286GT, PAS]	Odeusa 16 Jul	37-26H	3540	. 1. Aug

2. Available information indicates that the KHABAROVSK and the MIKHAIL URITSKIJ were to make voyages to Vladivostok; however, it is not known at this time whether these ships will proceed to the Far East via the Panama Canal after departing Cuba or whether the Vladivostok voyage announcements are deceptive measures to conceal Cuban voyages. The ALMIRAL MAKHIMOV and the LATVIYA both declared for Conakry when departing the Black Sea. However, the LATVIYA is tracking toward Cuba and it is considered likely that the ALMIRAL NAKHIMOV will follow suit.

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ELECTRICAL RELEASE 31 Jul 62 DIST:

POSSIBLE REFLECTIONS OF SOVIET/CUPAN TRADE ADJUSTMENTS NOTED IN MERCHANT SHIPPING

1. An analysis of current Soviet shipping to Cuba reveals that: (a) a considerable number of Soviet merchant ships en route from the Black Sea to Cuba have been declaring for South African ports with very low cargo tonnages; (b) a number of ships from the Baltic (also estimated to be traveling light) were proceeding toward Cuba; and (c) there has been a recent absence of traffic which normally reflects the departure dates and cargo/tonnage data of Soviet ships scheduled for Cuban voyages.

2. The following details are available on these ships probably on route Cuba. Read in 6 columns: Ship [C/S]/Tons Declared/Cargo Capacity/Port Declared/Probable Destination/Area of Departure.

DUBOSSARY [UBFN]/965/8718/Conakry/Cuba/Black Sea

DIVNOGORSK [UQHI]/760/12000/Gibraltar/Cuba/Black Sea

F.2. KYRUI [UQDP]/1h00/1h500/Conakry/Cuba/Black Sea

K. ZELENSKLJ [UYOL]/1654/14600/Jibraltar/Cuba/Black Sea

N. PIROGOV [UVPT]/1295/7000/Takorudi/possibly Cuba/Black Sea

OMSK [UQVZ]/1600/14000/Ghana/Cuba/Black Sea

PODTAVA [UUDQ]/1270/11000/Ghana/Cuba/Black Sea

M. KURAKO [UERM]/2350/14500/Conakry/Cuba/Black Sea

F. KURCHATOV [UYOM]/1131/----/Gnana/possibly Cuba/Black Sea

LENINOGORSK [UUWY]/915/11880/Conakry/possibly Cuba/Black Sea

MEDNOGORSK [UQHJ]/1325/11880/Accrs/possibly Cuba/Black Sea

ALAPAEVSK [URIL]/unknown/6500/none/Cuba/Baltic

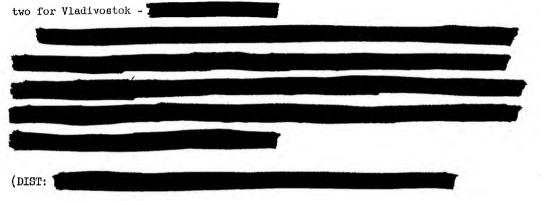
L'GOV [UQMW]/unknown/6500/none/Cuba/Baltic

SRETENSK [UIWQ]/unknown/6500/none/Cuba/Baltic

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3. On 25 July, the Soviets announced the sailing of a large group of Soviet agricultural specialists and students to Cuba aboard the Soviet passenger ship ADMIRAL NAKHIMOV. This is one of the four out of five passenger ships now en route or already in Cuba which declared for various other ports (two for South Africa and



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FURTHER UNUSUAL SOVIET/CURAN TRADE RELATIONS RECENTLY ROTED

- 1. In addition to the Soviet cargo ships reported earlier as en route or at least two more, the F. VAVILOV possibly en route Cuba ['MYU, 12090GT] and the UMAN' [UIFH, 5628GT], have departed the Black Sea declaring for Conakry with low cargo tonnages reported and are presently en route Cuba. Also, there is an indication that three more Soviet merchant ships are following the same general pattern. These are: (a) KHIRURG VISHHEVSKLJ [UYOK, 12016GT], which declared for Accra with 1300 tons of "General" cargo; (b) METALLURG BARDIN [URDP, 12285GT], which declared for Conakry with 1438 tons of "General" cargo; and (c) METALLURG BAJKOV [UWQU, 12017GT], which declared for Casablanca with 140 [sic] tons "General" cargo. It is estimated that these ships may be en route Cuba. Additionally, the cargo ships AL'MET'EVSK [UKKB, 5419GT], BALTIJSK (UVHY, 5585GT), and the IZHEVSK (UICP, 5513GT), which departed the Baltic with unknown cargoes, and the KURA [UYSM, 4848GT], which departed the Black Sea with 2427 tons of grain, are also presently en route Cuba. No unusual circumstances surround these last four ships.
- 2. Four of the cargo ships reported earlier, as possibly, are now definitely determined to be en route Cuba, i.e., the H. PIROGOV, F. KURCHATOV, LENINOGORSK, and the MEDNOGORSK.
- 3. Thus far in the 3rd quarter of 1962, 21 Soviet merchant vessels representing 134,107 gross tons (plus 3 possible candidates totaling 36,888 gross tons) are either en route or have arrived in Cuba from the Soviet Union. The following chart provides figures for comparison purposes of tomages arriving from the USSR (NOTE: Figures represent gross tomage of vessels involved, not of cargoes actually delivered):

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July	54,183	Oct	82,596	Jan	1.03,134	\mathtt{Apr}	1ø5,836
Aug	44,576	Nov	36,389	Feb	109,862	May	133,953
Sep	52,798	Dec	64 , 938	Mar	83,7ø8	Jun	1.00 , 362
Total:	151,557		1.83,923		296,794		340,151
			61,307		98 , 9ø1		113,383
Average	5ø,519						

- the criteria for originally reporting this activity were: (a) the relatively large number of ships departing the Black Sea and declaring for various ports on the African continent (port and cargo declarations from ships departing the Baltic are not normally noted; therefore, any assumptions attributing anything out of the ordinary to their activity is purely conjectural); (b) the fact that they all declared very low cargo tonnages in comparison with their known cargo capacities; and (c) a distinct lack of regarding cargoes and ports of departure/arrival. It must be cautioned, however, that diversionary port declarations by individual ships are not considered extraordinary. In this instance, the fact that so many ships within such a short period of time seemed to be employing this gambit was felt to be noteworthy. Indeed, it might have been considered even more extraordinary if all the ships had plainly declared for Cuba.
- 5. Therefore, when evidence became available which tended to explain the facts in other than military terms

 some of the apparently extraordinary aspects of this merchant activity could reasonably be explained: (a) the light loading of the vessels might be a reflection of a Soviet inability to furnish industrial/agricultural materials to the Cubans; (b) the military equipment already in Cuba was in excess of what was needed or could be paid for; therefore, the ships were needed to export the material from Cuba (an unprecedented occurrence); and (c) little traffic would be expected if the ships were not carrying anything but the stated cargo tonnages.

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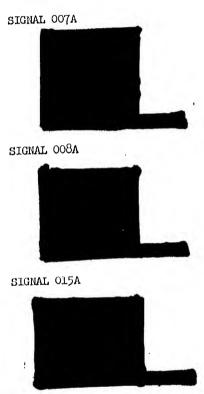
- 6. There is some evidence to substantiate an assumption that at least some of these ships may be carrying military cargo. It has been past experience that the Soviets generally attempt to conceal military shipments by such means as declaring it "Varied" or "General" cargo. At least nine (not including the three possibilities noted in paragraph 1) of these vessels did, in fact, make such declarations which permits the assessing of a certain amount of the cargo to be possibly military.
- 7. However, it is considered that any assumptions concerning a general increase or a rapid acceleration of transport of military equipment from the USSR to Cuba is to be treated with extreme reserve.

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ELECTRICAL RELEASE 17 AUGUST 1962 DIST:

WHIFF RADAR IN CUBA

THREE INTERCEPTS OF A SIGNAL DISPLAYING CHARACTERISTICS OF THE SOVIET AA FIRE CONTROL RADAR, WHIFF, HAVE BEEN REPORTED EMANATING FROM CUBA. D/F BEARINGS INDICATE DEPLOYMENT IN THE HAVANA AREA. THIS IS THE FIRST INSTANCE OF INTERCEPT OF SIGNALS OF SUFFICIENT DETAIL, STRENGTH, AND DURATION TO PERMIT CONFIRMATION OF THE DEPLOYMENT OF THIS EQUIPMENT TO CUBA. THE REPORTED PARAMETERS WERE AS FOLLOWS:



ALTHOUGH THE REPORTED PARAMETERS OF THE INTERCEPTED SIGNALS ALSO MATCH THOSE OF FIRE DISH, THE DEPLOYMENT OF FIRE DISH HAS BEEN VERY LIMITED; THEREFORE, WHITE IS THE EQUIPMENT MOST LIKELY IN USE.

THE INTRODUCTION OF WHIFF RADAR DOES NOT QUALITATIVELY IMPROVE CUBA'S ANTI-AIRCRAFT FIRE CONTROL CAPABILITY, INASMUCH AS THE WHIFF IS SLIGHTLY INFERIOR IN TRACKING NANCE TO THE FIRE CAN WHICH IS ALREADY

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DEPLOYED QUITE EXTENSIVELY IN THE HAVANA, CUBA AREA. DIST:

Page two of two pages.

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ELECTRICAL RELEASE 23 Aug 62 DIST:

STATUS OF SOVIET MERCHANT SHIPPING TO CUBA

- 1. A continued increase in the number of Soviet merchant vessels en route Cuba, lightly loaded, and declaring for various ports other than Cuba, has been noted. Since mid-July a total of 57 Soviet merchant ships have made voyages to Cuba or are currently estimated to be en route Cuba. This figure includes three ships (and possibly a fourth) which are making their second trip to Cuba since mid-July. These are the passenger ships M. URITSKIJ, KHABAROVSK, M. ULYANOVA, and possibly the LATVIYA.
- 2. The following details are known concerning Soviet merchant vessels which have completed cargo deliveries to Cuba and have not heretofore been reported.

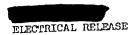
Read in six columns: Ship [Callsign]/Gross Tons/Tons Declared/Port Declared/Area of Departure/Cargo Aboard.

- 1. SEVASTOPOL' [UOJE]/7176/xxxx/xxxx/Balt1c/2 patrol vessels, 4-6 trucks, and concealed equipment
- 2. LESOZAVODSK [UQIS]/9820/xxxx/xxxx/Baltic/1 helicopter, boats
- 3. KIROVSK [URIM]/9254/xxxx/xxxx/Beltic/xxxx
- 4. KRASNOGRAD (UQOX)/95@0/xxxx/xxxx/Baltic/xxxx
- 5. SOVETSKAYA GAVAN' [UUMP]/7176/xxxx/xxxx/Baltic/xxxx
- 6. DVINOLES [UYSA] /4638/xxxx/xxxx/Baltic/xxxx
- 7. ATKARSK (UVAD)/5411/xxxx/Baltic/Army trucks and boats on deck
- 8. SEVEROLES [UERL]/4638/xxxx/xxxx/Baltic/16 vans, crane trucks, one large crate
- 9. BOL'SHEVIK SUKHANOV [UJYP]/6660/8803 wheat/Cuba/Black Sea/5 Army vans
- 11. KISLOVODSK [UIWR]/5419/xxxx/xxxx/Baltic/26 trucks on deck, lø large covered crates

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- 3. The following details are known concerning ships which are presently en route or believed to be en route Cuba. Read in seven columns: Ship [Callsign]/Gross Tons/Tons Declared/Port Declared/Probable Destination/Area of Departure/Cargo Aboard.
- 1. M. URITSKIJ [ULGF]/4871/xxxx/xxxx/Cuba/Baltic/xxxx
- 2. KHABAROVSK'[UUYW]/4871/xxxx/xxxx/Cuba/Baltic/xxxx
- 3. M. ULYANOVA [ULGH]/4871/xxxx/xxxx/Cuba/Beltic/xxxx
- 4. NIKOLAEVSK (URSI)/4871/xxxx/xxxx/Cuba/Baltic/xxxx
- 5. LATVIYA (UYYB)/4871/31@ passengers/Conakry/possibly Cuba/Black/xxxx
- 6. GRUZIYA (UPOV) / 11030/xxxx/xxxx/Cuba/Baltic/xxxx
- 7. M. BAJKOV [UWQU]/12017/1400 general/Casablanca/Cuba/Black/trucks and cranes
- 8. DOIMATOVA/[UYSB]/7265/xxxx/xxxx/Cuba/Black/15 trucks and fuel tanks
- 9. BELORETSK [USMZ]/10300/1700 general/Accra/Cuba/Biack/Army vehicles and cranes
- lø. I. MECHNIKOV (UPVW)/5865/1260 general/Le Havre/Cuba/Black/xxxx
- 11. STAVROPOL' [UQQT]/2780/2000 general/Conakry/Cuba/Black/xxxx
- 12. M. GAVOROV [UKAZ]/5#58/xxxx/xxxx/Cuba/Baltic/xxxx
- 13. B. KHMEL'NITSKIJ [UPKP]/7351/1469 Technical Mach./Mediterranean for orders/
- 14. N. BURDENKO (UPVY)/5842/1423 general/Ghana/Cuba/Black/xxxx
- 15. ORENBURG [UYXH]/11058/1450 rubber/Ghana/possibly Cuba/Black/xxxx
- 16. P. BONIVUR'[UVZV]/1878/1688 general/Le Havre/possibly Cube/Black/xxxx
- 17. MICHURINSK (UOSE)/5518/xxxx/xxxx/possibly Cuba/Baltic/xxxx
- 18. USOL'E [UIFK]/5628/xxxx/Cuba/Cuba/Baltic/xxxx
- 19. IABINSK [UQIR]/6660/1375 general/Casablance/possibly Cuba/Black/xxxx

24 AUGUST 1962 ELECTRICAL RELEASE DISTRIBUTION:

REFLECTION OF SOVIET DIOC PITOTS/TECHNICIANS IN CUBAN AIR FORCE TRAINING

(I MAY - 4 AUG 62)

COMINT sources reveal Russian and non-Cuban voice activity on Coban Revolutionary Air Force tactical frequencies since 1 May.

Concentrated efforts have been made by Ploc pilots and controllers to converse entirely in Spanish but, on occasion, they have reverted to their native tongue to convey a difficult command or request to other Bloc pilots or controllers. In only one recorded instance has a Bloc pilot requested a Cuban controller to speak more slowly because he was unable to understand.

In practically all noted CRAF major operations or new training techniques a Bloc pilot, most probably Massian, has been observed as the filght instructor or as an observer on hand to assist and advise as necessary. See

The following gives a breakdown of all non-Caban voice activity noted on the Caban Air Force Tactical nets:

Dinomes indlcate pilot suffixes.

S C (T)

6 May

SAB stands for Sar Antonio De Los Banos, SC for Santa Clara, CAM for Camaguey.

(T) denotes tower, (GCI) denotes ground control intercept, (DF) denotes direction finder, and (GCA) denotes ground control approach.

DATE FROM REMARKS (Exeld comment: 24 1 May Sounds non-Caban and appears to be fit idr) S A (slawic-accept) SAB (T) 021 May SAB (T) 10 BA J. May 6 May SAB (T) ΩO. SA 6 May 10 SAB (T) 5 A S C (T) 6 May 02 SA

Page 1 of 4 Pages

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DATE	<u>or</u>	I-ROM	REMARKS
6 Мау	SAB (T)	10	SPOKE NUSSIAN
6 Мау	1.0	SAB (T)	SPOKE INSSTAN
6 Мау	02	1.0	SPOKE NUSSTAN
6 Мау	10	02	SPOKE NUSSTAN
7 Мау	SC (T)	02 .	S A
7 Мау	SC (DF)	02	s A
10 May		02	SPOKE RUSSIAN
10 May	CAM (T)	02	SPOKE HUSSTAN
10 May	02	CAM (T)	SPOKE INSSTAN
10 May	CAM (T)	82	8 A,
10 May	CVW (L)	81	SA
ll May	SAB (T)	03	S A
11 May	47/36	CAM (T)	S A
11 May	SC (T)	32	S A
ll May	23.	CAM (T)	SA
ll May	sc (GCI)	23	SPOKE NUSSTAN
11 May	23	sc (GCI)	SPOKE RUSSIAN
11. May	80	CAM (T)	SPOKE HUSSIAN
11 May	CAM (T)	- 80	SPOKE NUSSIAN
12 May	82	83	SPOKE RUSSIAN
12 May	83	82	SPOKE WISSIAN
12 May	SAB (T)	02	SPOKE NUSSIAN
12 May	02	SAB (T)	SPOKE KUSSIAN
12 May	1.0	SC (T)	в А
12 May	sc (T)	1.0	S A
12 May	SAB (T)	03	S A
19 May	SC (T)	02	SA
19 May	02	82	SPOKE NJSSIAN
19 May	82	02	SPOKE MOSSTAN
19 May		SAB (T)	SPOKE NISSIAN

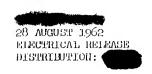
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23 May	PLAYA BARACOA (T)	SAB (T)	SPOKE HUSSTAN
23 May	SAB (T)	PIAYA BARACOA (T)	SPOKE NUSSTAN
23 May	02/80	CAM (T)	SPOKE NUSSIAN
23 May	CAM (T)	02	SPOKE NUSSTAN
23 May	CAM (T)	80	SPOKE RUSSIAN
24 May	SC (T)	01.	SPOKE HUSSTAN
24 May	0.1.	sc (T)	SPOKE MUSSIAN
24 May	SAB (T)	03	SPOKE BUSSTAN
24 May	03	SAB (T)	SPOKE NJESTAN
24 May	CAM (GCI)	0.1.	SPOKE NUSSIAN
24 May	sc (GCI)	0.1.	SPOKE MUSSIAN
24 May	01.	САМ (Т)	SPOKE NUBSTAN
24 May	Ol	sc (gcI)	SPOKE RUSSIAN
24 May	02	SC (T)	SPOKE NUSSIAN
24 Hay	SC (T)	02	SPOKE NJSSJAN
24 May	sc (T)	30	SA
24 May	SC (T)	50	SPOKE RUSSTAN
24 May	28	33	S A
24 May	33	28	S A
24 May	sc (GCI)	SC (DF)	S A
24 May	OJ.	SAB (GCI)	S A
24 May	02	03	S A
2h May	03	02 ·	з л
24 May	SAB (GCI)	OJ.	в А
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25 May	03	аль (T)	SPOKE NUSSIAN
25 May	SAB (T)	03	SPOKE NUSSIAN
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28 May			HISS ON 123.0MCS
29 May			2 MINS. MUSS 129.9 MCS

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TA A REGI	(IIO	FROM	REMARKS
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16 Jun		21	S.A.
19 Jun	SC (T)	31.	S A
20 Jun	SC (T)	30	s A
20 Jun	21	SC (T)	S A
20 Jun		SAB (CCI)	S A
20 Jun	50	32	S A
22 Jun		56	S A
28 Jun	14 GAM (T)	88	sΛ
12 Jul 12 Jul	CAM (T)	87,	3 A
12 Jul		CAM (T)	S A
	SC (GCI)	SC (T)	S A
12 Jul	86	CAM (T)	S A
12 Jul	SG (T)	SC (C% GCA)	S A
1.2 Jul	86	GAM (T)	S A
21 Jul		89	SA
21. Jul.	(W)	20	S A
25 Jul	SAB (T)	04	S A
25 Jul	CAM (T)	25	SA
25 Jul	GAM (T)	21	S A
25 Jul	GAM (T)	SC (DF)	SA
25 Jul	66	CAN (T)	S A
25 Jul			S A
26 Jul		CAM (T) SC (T)	S A
31 Jul.	73	i	S A
31 Jul	SAB (T)	50	S A
04 Aug	83	CAR (T)	S A
04 Aug	27	SAB (T)	Λų

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NIGHT AERIAL GUNNERY EXERCISES BY CUBAN JET AIRCRAFT

Four MIG aircraft were engaged in night aerial gunnery exercises in Pinar del Rio Province on 23 August between 01002 and 02532 (2000-2153 EST). At 02042 one aircraft reported being on course to La Francia (22-318 83-14W) and at 02202 he reported his position to be over the first shooting point. At 02532 he reported landing.

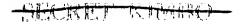
Three other MIG's were active in air/air air/ground communications during this time and are believed to have participated in the exercise.

COMMENTS:

All aircraft were probably from San Antonio de los Banos airbase.

NSA release of report received from

Page 1 of 1 Page



ELECTRICAL RELEASE 31 Aug 62 DIST:

FURTIER INFORMATION ON SOVIET/CURAN TRADE

- l. An additional 11 Soviet dry cargo vessels have been noted in COMINT en routs or believed to be en route Cuba. This brings the number of Soviet vessels (excluding tankers) going to Cuba to 69 thus far in the third (calendar) quarter, 1962.
- 2. The following details concerning the additional ships are available. Read in seven columns: Ship [C/S]/Gross Tons/Tons Declared/Port Declared/Probably Destination/ Area of Departure/ Known Cargo and Remarks.

SHETENSK [UNZE]/2352/xxxx/xxxx/Cuba/Baltic/Second trip this quarter.

DIVMOGORSK[UQHI]/8843/xxxx/xxxx/Cuba/Baltic second trip.

ALEKSANDROVSK [UVZU]/5411/xxxx/xxxx/Cuba/Baltic/Second trip.

ALAPAEVSK [URIL/5411/xxxx/xxxx/Cuba/Baltic/Second trip.

OMSK [UQVZ]/11867/18,988 Gas-Oil/Chana/Cuba/Plack/"Barrelei" Las-oil.

Second trip.

IVAN SECHENOV [UPVU]/5842/1222 Wheat/Casablanca/Cuba/Black/xxxx

MHTMIK ZELLHSKIJ [UYOL]/12285/1531 General/Conakry/Cuba/Black/Second trip.

USTYUZHHA [ULGK]/5628/xxxx/xxxx/xxxx/Cuba/Black/Towing floating crane.

VOLGOLES [UQIT]/4638/xxxx/xxxx/xxxx/Cuba/Baltic/xxxx

DOBRUSH [UYYR]/7625/400 General/xxxx/Cuba/Black/xxxx

FROLOVO [UKRR]/1870/587 General/Casablanca/possibly Cuba/Black/xxxx.

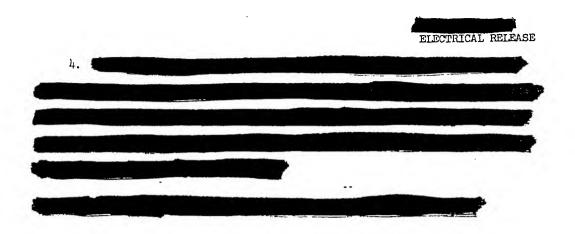
3. The following figures are given for comparison purposes (NOTE: The figures represent gross tonnages of vessels involved, not of cargoes actually delivered):

3rd quarter	61	151,923	GT
4th quarter	61	183,923	GT
lst quarter	62	296,704	GT'
2nd quarter	62	340,151	GΨ
3rd quarter	62 (to date)	518,196	GΤ

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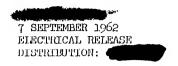
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INCREASED FLIGHT ACTIVITY OF CUBAN TACTICAL AIR FORCE

Since 31 August 1962, when Cuban Air Force communications personnel were placed on a state of alert, an increase in MIG flight activity has been evidenced on air-to-ground communications. Between 1 and 4 September 1962, 76 pilot suffix were recorded. On 4 September, a total of 43 pilot suffixes were noted active between 1022 and 16592 (0522-1159 local). Of these, 36 were active in contact with the ground controller at San Antonio de los Banos. Activity consisted of bombing practice and possibly patrol flights. During the same period, seven additional MIG pilot suffixes were noted active with the Camagaey ground controller. No flight activity was noted at Santa Chara, although the ground controllers were active in ground to ground contacts.

COMMENTS: This is the highest number of MIG pilot suffixes recorded since the first intercept of air-to-ground communications on 1 May 1962. The highest number previously recorded was on 20 June 1962, when 31 pilot suffixes were noted active

Source:

Page 1 of 1 Page

SECRET KIMBO

ELECTRICAL RELEASE 7 Sep 62 DIST:

FURTHER INFORMATION ON SOVIET/CUBAN TRADE

- 1. An additional 8 ships have been noted in COMINT as currently en route or possibly en route Cuba. The following details concerning the additional ships are available. Read in six columns: Ship [C/S]/Gross Tons/Tons Declared/Port Declared/Probable Destination/Area of Departure, and Remarks.

 ERATSK [UIAC]/5518/xxxx/xxxx/Cuba/Baltic

 FRIDRIKH ZHOLIO KYURI [UQDP]/12285/2400 general/Conskry/Cuba/Black Sea, 2nd trip CHERHYANGHOVSK [UQNH]/5400/1911 general/Conskry/possibly Cuba/Baltic, 2nd trip L'GOV [UQMW]/5302/xxxx/xxxx/Cuba/Baltic, 2nd trip KISLOVODSK [UIWR]/5419/xxxx/xxxx/Cuba/Baltic, 2nd trip AL'MET'EVSK [UKCB]/5411/xxxx/xxxx/Cuba/Baltic, 2nd trip BERDYANSK [UIWP]/5436/xxxx/xxxx/Cuba/Baltic, 2nd trip BERDYANSK [UIWP]/5436/xxxx/xxxx/Cuba/Baltic
- 2. Current COMINT has also indicated several Soviet merchant ships which are completing or have completed voyages to Coho. The following details concerning these ships are available. Read in eight columns: Ship [C/S]/Gross Tons/Tons Declared/Port Declared/Date Arrival Cuba/Date Departure Cuba/Area of Departure/Known Cargo.

 RHIRUS VISHNEVSKIJ [UYOK]/12285/1300 general/Accra/16 Aug/xxxx/Black Sea/

 Personnel carrier on deck

 EXL'SHEVIK SUKHANOV [UJYP]/6660/xxxx/xxxx/26 July/xxxx/Elack Sea/xxxx

 USSURIJSK [UYIE]/5628/xxxx/xxxxx/17 July/approx. 19 Aug/Vladivostok/general cargo CHERNYAKOVSK [UQNH]/5400/xxxx/xxxxx/15 July/approx 30 July/Ealtic/general cargo SOLHECHNOGORSK [UJVR]/9935/xxxx/xxxxx/15 July/12 August/Black Sea/general cargo
- 3. Three ships previously reported as being possibly en route Cuba have now been definitely established as en route Cuba. (These are the FOLTAVA [URDQ], the FIZIK LEBEDEV [UYYV], and the LENINSKIJ KOMSOMOL! [UQIM].

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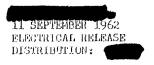
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ELECTRICAL RELEASE

4. Three ships previously reported as being possibly en route Cuba have now been established as being en route ports other than Cuba. (These are the CHERKASSY [UQAL], the FRYAZINO [UOLJ], and the FROLOVO [UKRR].

5. The above figures bring to 87 the total number of Soviet voyages (excluding tankers) to Cuba in third quarter (calendar) 1962. These voyages represent a total of 596,131 gross tons to Cuba thus far in the current quarter. The total gross tonnage to Cuba in the second quarter (calendar) 1962 was 340,151.



CUBAN MIGS SCRAMBLE ON TWO U.S. NAVY PATROL PLADES

At approximately 18122 (1212 EDT) 8 September, two Orden Resolutionary Air Force (CRAF) MIG's scrambled on and intercepted 2 U.S. Navy patrol planes over international waters.

S2F-13 and S2F-16, departed in company from the Naval Air Station, Key
West, Florida. At 1812Z while both planes were at position

NNA Ground Control Intercept (GC1) informed S2F-16 of the presence
of an unidentified moving radar target 23 miles from S2F-16. The unknown target
was reported on a true course of 275 degrees with a speed of 300 knots at
9,000 feet. S2F-16 was flying at an altitude of 5,000 feet. At 1814Z the
radar target, tentatively identified by the S2F pilots as a MIG-17, made an
overtaking approach on the S2F-16 passing underneath and pulling up in
front. When visually sighted the range was estimated at approximately
1,000 yards and opening at high speed. Key West radar further tracked the
MIG through a 180-degree turn and observed it making mother pass behind
the patrol plane. At this time both objects merced on the capacitance.

At 18342 while at position 23-16H 62-45H, 62F at observed the MIG making gunnery-type runs on the second Mavy patrol plane. The MIG passed alongside S2F-13 at an approximate range of 100 feet on the initial run. On the third similar run the MIG, after pulling out, settled in Front of the Navy patrol plane at an altitude of 500 feet. The MIG then executed a climbing right-hand turn and disappeared. The Navy pilots reported the MIG as being dark in color without obvious markings to reveal nationality

Intercept of the CRAF tactical VHF frequency paraliels this activity and reveals that pilots using suffixes 12 and 89 were involved in the GCI alert. Both planes were scrambled and controlled by San Antonio de los Banos GCI.

Page 1 of 2 Pages



FIRE HOREL OF THE BANK

At 1820Z suffix 12 broke off intercept and returned to base because his fuel was running low. While in flight both 12 and 89 passed a series of numbers, possibly grid coordinates pertinent to the target activity, to the GCI controller.

While in contact with GCI, suffix 89 reported that the target was "presenting combat" and requested authorization to "knock it down." Evidence, suggests that his request was denied since no hostile action was initiated.

Suffix 89 was instructed to maintain his position and continue surveillance.

COMMENTS: In direct contrast to previously observed GGL operations, most of the information passed was from the interceptors to GGL. Only a minimum of tracking was required by the intercepting planes, indicating increased proficiency.

The term "presenting combat" used by 89 is not understood but most probably reflects the evasive action taken by the Mavy planes.

Source:

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12 Sep 62

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DECLASSIFIED per SEC 3.4 E.O. 12968

by Director, NSA/Chief, CSS

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1. PEFERENCE IS MARE TO MY DIR/171 (NOTAL: DATED 21 JULY 62, UHICH PELATED TO PROBLEMS ENCOUNTERED IN ACQUIRING A SHIPPORNE COLLECTION PLATFORM AGAINST CUBAN COMMUNICATIONS. AS AN INTERIM MEASURE, THE USS OXFORD WAS ASSIGNED THE TYSK. IT MAS SINCE ETH EVIDENT THAT THE FULL POTENTIAL OF THE CXFORD .PPLIED TO THE PROBLEM MAS EXECUTED FOR THE FUNCTIVE. CONSEQUENTL., RECONSIDERATION BASED UPON OUR EMPERIENCE FACTOR HAS DICTATED A CHANGE IN REQUIRE—MENT TO A LARGER VESSEL THAN THE AKL NR 41 MENTIONED IN RETEMBACED COMMUNICATION. USA IS THEPETORE COMMENCING REGOTI.TIONS WITH MISTS FOR THE PROCUREMENT OF THE USAS MULLER, A VESSEL WICH CAN APPROXIMATE THE ACCOMMENTIONS AND FACILITIES ABOARD THE OXFORD.

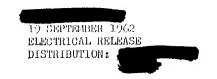
1. PRECIATE ALL YOUR EFFORTS IN THIS REGARD AND RURE THANY INCONVENIENCE CAUSED BY THIS OPERATIONAL EXIGENCY. S.?-1

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11/FO G-52.... G-50.... GB.....G-51... FOLDERS....

by Director, Morchael, Cap.



NEW RADAR DEPLOYMENT IN CUBA

Signals emanating from western Cuban since 11 September 1962 display characteristics of radars not previously reported in Cuba.

One intercept on 15 September (1623-1635Z) is the first reported signal identified as SPOON REST. Initial D/F bearings cross the Guban coast about three NM west of Mariel (2259N/8245W). Parameters reported for the SPOON REST are approximately as follows:

RF: 155 MCS

PRF: 35Ø PPS

PW: 4.5 USEC

SCAN: Irregular (average scan time of 15 SPR)

Also intercepted were BUBB signals from the Havana Harbor area. These emitters are normally located solely along Soviet coastal areas, suggesting a coastal watch or harbor surveillance function. D/F bearings reported 1.1 through 16 September locate the emitter in the vicinity of 2309N/8221W. The specific function and exact deployment of BUBB has not yet been determined from evidence at hand. Parameters are reported approximately as follows:

RF: 94ØØ MCS

PRF: 1200 or 600 PPS

PW: .35 USEC

SCAN: 8.Ø SPR

. .

COMMENT: SPOON REST radars have been used by the Soviets as target acquisition radars serving SA-2 missile sites. SCP-3

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ELECTRICAL RELEASE 21 SEPTEMBER 1962 DISTRIBUTION:

IFF SIGNAL IN CUBAN AREA

A signal identified as Soviet airborne transponder, SRO, was intercepted on 18 September 1962, indicating operation of an IFF system in Cuba. The presence of pulse coding in the signal indicates that the transponder was interrogated.

COMMENT: The interrogation equipment is possibly either land-based IFF equipment such as the fist net IFF interrogator or the shipborne yard rake IFF interrogator.

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ELECTRICAL RELEASE 25 Sep 62 DIST:

FURTHER INFORMATION ON CARGO SHIPMENTS TO CUBA IN SOVIET SHIPS

1. An additional 13 Soviet merchant ships have been noted in COMINT en route or possibly en route Cuba. The following details concerning these ships are available. Read in six columns: Ship [C/S, Gross Tons]/Area of Departure/Port Declared/Cargo Declared/Known Cargo/Remarks.

BERDYANSK [UIWP, 5436]/Black Sea/xxxx/xxxx/xxxx/possibly en route Cuba; second trip

DVINOLES (UYSA, 4638]/Baltic/xxxx/xxxx/xxxx/second trip KASIMOV (Unknown, 9254]/Baltic/xxxx/xxxx/xxxx/xxxx

GRUZIYA (UPOV, 11030)/Black Sea/xxxx/xxxx/xxxx/passenger ship; possibly en route Cuba; second trip

BELORETSK [USMZ, 10300]/Black Sea/xxxx/xxxx/2527 metric tons steel/second trip

DEPUTAT LUTSKIJ [UJYQ, 9935]/Black Sea/xxxx/xxxxx/1462 metric tons pig iron and steel/xxxx

NIKOLAEVSK [URST, 4871]/Bultic/xxxx/xxxx/low passengers sighted on deck/passenger ship; second trip

DUBOSSARY [UBFN, 7265]/Black Sea/Cuba/3hgg tons general/xxxx/second trip METALLURG BARDIN [URDP, 12285]/Black Sea/Condlity/1707 tons general/xxxx/ second trip; possibly Cuba

SEVASTOPOL' [UOJE, 7176]/Baltic/xxxx/xxxx/xxxx/xxxx/second trip; possibly Cuba INDIGIRKA [UWEP, 7661]/Arctic/xxxx/xxxx/xxxx/icebreaker/cargo ship ORENBURG [UYXH, 11058]/Black Sea/Conakry/1900 tons general/xxxx/second trip; possibly Cuba

SIMFEROPOL! [UVTG, 6750]/Black Sea/Cuba/2280 tons general/2295 metric tons flour/xxxx

2. International commercial messages indicate that the BELORETSK, DEPUTAT

LUTSKIJ, and SEMFEROFOL' loaded the above-mentioned tonnages of cargo for shipment
to Cuba. This type of information has been largely absent from such communications

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during the past three months. During that time, Soviet ships en route Cuba have, in general, attempted to conceal factual cargo information. Previously, however, the loading of specific cargoes for Cuba was often seen in international commercial messages.

- 3. The icebreaker/cargo ship INDIGIRM is believed to have made a call at Murmansk on 17 September prior to beginning its present voyage to Cuba. In the past, the majority of ships which have followed this pattern have been carrying and/or towing naval units.

 In light of this fact, the possibility that the INDIGIRMA may deliver naval and/or military cargo to Cuba should not be discounted.
- 4. Two ships, previously reported as possibly en route Cuba, are now known to be definitely en route Cuba. These are the passenger ship AIMIRAL NAKHIMOV (UKDD) and the cargo ship KIMSNOGRAD (UQOK).
- 5. The following cargo information, obtained from COMINT and collateral sources concerning ships already reported en route Cuba, is available: (a) IZHEVSK [UICP], 8-16 oil tanks, 6 large wooden crates, 1 truck crane, one 1.5-or 2.5-ton truck, and various types of small deck cargo; (b) LENINOGORSK [UIWY], eight 1.5- or 2.5-ton trucks; and (c) ARMIANGEL'SK [UVCO], spare parts for tractors (COMINT).
- 6. There have been 121 Soviet voyages (excluding tankers) to Cuba thus far in the third (calendar) quarter of 1962. This number represents a total of 872,195 gross tons.

(DIST:

ELECTRICAL RELEASE 2 Oct 62 DIST:

FURTHER INFORMATION ON CARGO SHIPMENTS TO CUDA IN SOVIET SHIPS

1. An additional eight Soviet merchant ships have been noted in CCAINT en route Cuba since the publication of ______ The following details concerning these ships are available. Read in six columns: Ship [C/S, Gross Tons]/ Area of Departure/Port Declared/Cargo Declared/Known Cargo/Remarks.

MINIMIL URITSKIJ [ULGF, 16071]/Baltic/xxxx/xxxx/xxxx/xxxx/third trip; passenger ship MARIYA ULYAHOVA [ULGH, 16071]/Baltic/xxxx/xxxx/xxxx/third trip; passenger ship USSURIJEK [UYIE, 9561]/Black Sca/Accra/1856 tone "technical material/xxxx/ rossibly en route Cuba; second trip

ESTONIYA [UYYA, 1671]/Baltic/xxxx/xxxx/xxxx/xxxx/passenger ship

IL'YA MECHNIKOV [UPW, 5865]/Black Sea/xxxx/xxxx/trucks sighted on deck/
second trip

NIKOLAJ BURDENKO [UPVY, 5842]/Baltic/xxxx/xxxx/trucks sighted on deck/
second trip

SOBOLEYO [USLZ, 3455]/Black Sea/xxxx/xxxx/xxxx/xxxx

- 2. Four ships, previously reported as possibly on route Cuba, are now definitely known to be on route Cuba.

 These are the cargo ships METALLURG BARDIN [UNDP], SEVASTOPOL' [UOJE], ORENBURG [UYXH], and METALLURG BAJKOV [UWQU].
- 3. The following cargo and passenger information, obtained from collateral sources, is available on ships previously reported en route Cuba: (a) ATKARSK [UVAD], five liquid storage tanks, six 2.5-ton trucks, an undetermined number of road graders, one cherry picker crane, two large wooden crates; (b) NIKOLAJ PIRCGOV [UPVT], four trucks, two cranes, one bulldozer, and other miscellaneous deck corgo; (c) LESCZAVODSK [UQIS], various types of army vehicles, including trucks, on deck;
- (d) KDMOVSK [URTM], five tank trucks, two busses, four light trucks, nineteen large army trucks, three crane trucks, two truck tractors, two large wooden crates,

THIS DOCUMENT CONTAINS TWO PAGES

SECREI-KIMBO-

-SEGRET KIMBO-

ELECTRICAL RELEASE

fifty uniformed men; (e) KISLOVODSK [UINR], sixteen trucks.

- in In an incorrect callsign and gross tonnage were given for the refrigerator ship SIMFEROPOL' which is currently en route Cuba from the Black Sea.

 The correct information is as follows: callsign, UBMY; gross tonnage, 5524.
- 5. The above mentioned ships bring to 129 the total number of Sovlet dry cargo voyages begun and/or completed in the third (calendar) quarter of 1962. This number represents a total of 918,756 gross tons.

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DATE: 5 OCTOBER 62

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AND WILL ALLOW FOR THE TIMELY

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DECLASSIFIED per SEC 3.4 E.O. 12058 by Director, NSA/Chief, CSS

This is the Report that Howa's card Notes 4 Response to this 5x8" Caban Crisis:

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From: DIRNSIA

To:

Rep. ...: ADP/51-62, DTS 1414327.

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10 Oct 1962

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10 Oct 62 16497.

INTERCEPT OF PROBABLE CUBAN AIR DEFENSE GRID TRACKING

On 9 October 1962, a probable Cuban facility was intercepted passing air defense grid tracking reports. The system being used is similar to the grid system used by the Soviet/ prior to 25 March 1962.

COMMENTS: Although the tracking data passed is possibly practice, it is the first intercept of what appears to be instantaneous air defense tracking. A grid system was previously intercepted on 14 May 1962; however, that information was a transmission of a post-flight report.

Source:

Page 1 of 1 Page(s)

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SECTION ELICABLE

ELECTRICAL RELEASE 11 Oct 62 DIST:

FURTHER INFORMATION ON CARGO SHIPMENTS TO CUBA IN SOVIET SHIPS

1. An additional 13 Soviet merchant ships have been noted in COMINT en route or possibly en route Cuba since the publication of The following details concerning these ships are available. Read in six columns: Ship [C/S, Gross Tonnage]/Area of Departure/Port Declared/Cargo Declared/Known Cargo/Remarks.

IABINSK [WIR, 6660]/Black Sea/Conakry/1370 tons general/xxxx/xxxx

IVAN POLZUNOV [UVMB, 7176]/Baltic/Accra/1676 tons general/six 2.5-ton
trucks, five 2.5-ton open-body trucks, miscellaneous motor vehicles, timed
goods, geological prospecting equipment/xxxx

PARTIZAN BONIVUR [UVZV, 10078]/Black Sea/Accra/1776 tons general/xxxx/second trip

AMATA [UFIM, 3359]/Baltic/xxxx/xxxx/xxxx/xxxx

SIMFEROPOL' [UVIG, 93h4]/Baltic/xxxx/xxxx/xxxx/not to be confused with the refrigerator ship SIMFEROPOL', also currently en route Cuba

BRATSK [UIAC, 5518]/Baltic/xxxx/xxxx/xxxx/second trip SRETENSK [UNZE, 2352]/Baltic/xxxx/xxxx/one large wooden structure,

five trucks or cranes/third trip

CMSK [UQVZ, 11067]/Black Sea/xxxx/xxxx/xxxx/second trip

AL'MET'EVBK [UKKB, 5411]/Baltic/xxxx/xxxx/xxxx/third trip; possibly en
route Cuba

ALEKSANDROVSK [UVZW, 5411]/Baltic/xxxx/xxxx/third trip; possibly en route Cuba

DUBNO [UBFM, 7265]/Black Sea/xxxx/xxxx/xxxx/possibly en route Cuba IENINSKIJ KOMSOMOL [UQIM, 12016]/Baltic/xxxx/xxxx/xxxx/second trip; possibly en route Cuba

VOLGOLES [UQIT, 4638]/Baltic/xxxx/xxxx/xxxx/second trip.

THIS DOCUMEN'T CONTAINS 2 PAGES

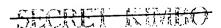
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ELECTRICAL RELEASE

- 2. The cargo ship USSURIJSK [UYIE], which was reported as possibly on route Cuba, is now considered to be definitely on route Cuba.
- 3. Three ahips, previously reported on route or possibly en route Cuba, are now known to be en route ports other than Cuba. These are the cargo ships SOBOLEVO [USIZ], DVINOLES [UYSA], and the passenger ship GRUZIYA [UPOV].
- 4. The following cargo and passenger information, obtained from collateral sources, is available on ships previously reported en route Cuba: (a) METALLURG BAJKOV [UWQU], 14 trucks, four mobile cranes, two buses (all painted olive drab), 40 men and women sighted on deck; (b) KOMILES [UQIW], wooden boxes on deck; (c) SIMFEROPOL' [UBMY], five 2.5-ton trucks, four or five panel trucks; (d) USSURIJSK [UYIE], 13 military vehicles; (e) 1L'YA MECHNIKOV [UPVW], approximately 20 trucks (probably 2.5-ton); (f) NIKOLAJ BURDENKO [UPVY], six very large crates, one large canvas-covered object, two gravel shovels, two 2.5-ton trucks, one 2.5-ton open-body truck (all trucks loaded); (g) ARKHANGEL'SK [UVCO], 14 loaded trucks on deck; (h) FIZIK VAVILOV [UYYU], trucks sighted on deck; LENINOGORSK [UIWY], one tank truck (in addition to known cargo already reported); ANGARSKIES [UYST], six very large crates on deck.
- 5. Although Soviet cargo shipments to Cuba thus far in October continue at a rate considerably above what had been considered normal prior to the third (calendar) quarter 1962, there has been a slight decrease since the end of the first week of September. Lately, there have been occasions when Soviet ships have actually declared for Cuba and international commercial traffic has periodically provided information of cargoes for Cuba being loaded in the Soviet Union. However, the vast majority of ships involved in Soviet/Cuban trade continue to screen their activities by either utilizing false cargo and port declarations or by simply not issuing declarations of any kind. Those cargoes, known to have been delivered to Cuban ports in late September and early October, have been primarily of a technical/military nature.
- 6. There have been 140 Soviet dry cargo voyages to Cuba since 1 July 1962. These voyages represent a total of 998, \$11 gross tons.

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D. Pers Rante, Construction Rambe, and other carting data necessary to support the appart.

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2. The Study Group wice submit Their plan by 1 now 62 (ADP, May Hen, John J. Davis, USA ashed for the SCAs' Conquestion) * * TS DIRNSA May, AGO# 10054/17, DTR 17/5 33Z.

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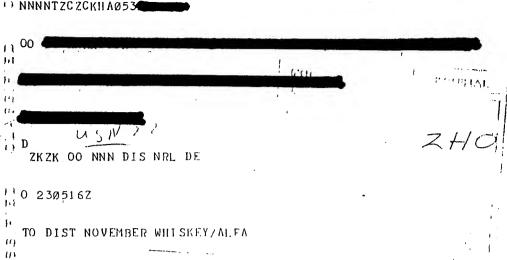
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SIGINT READINESS BRAVO, OWEN, SPOT REPORT,

IN REPORT NR 2

11. AT 230412Z WHILE AT POSITION 3036N 6530W C70 AS DETERMINED BY

DF SIGINT TRAWLER SHKVAL/UUXN ORIGINATED AND PASSED A MESSAGE OF FLASH PRECEDENCE TO CARGO VESSEL

230516 ALANTIKA/UPGJ. THIS TYPE OF PRECEDENCE RARELY OBSERVED.

SIGNIFICANCE UNKNOWN.

2. ON THE SAME SCHEDULE THE SHKVAL ORIGINATED AND PASSED A

MESSAGE OF UNDETERMINED PRECEDENCE TO

THE ALANTIKA FOR MURMANSK TRALFLOT MOROZOV.

3. LATEST POSITION ON THE ALANTIKA IS 4036N 6618W C90

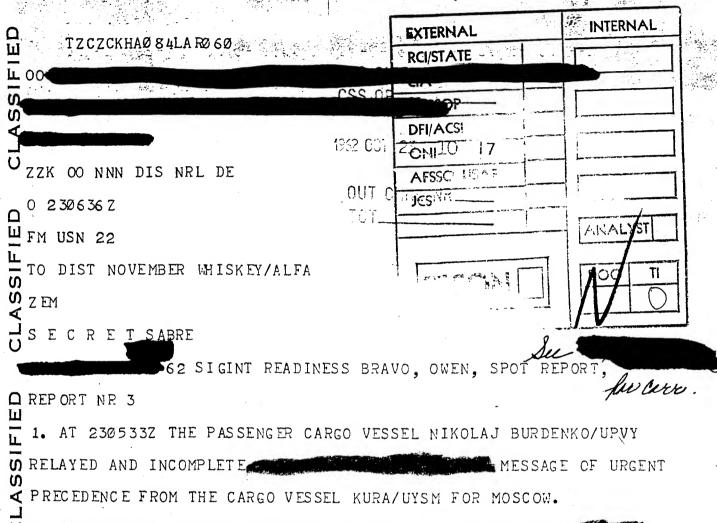
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U 2. AT 2306 14Z NIKOLAJ BURDENKO RELAYED AND INCOMPLETE

OF URGENT PRECEDENCE FROM THE KURA FOR MOSCOW.

2. AT 2304 16Z NIKOLAJ BURDENKO WAS LOCATED AT 2248N 5924W C60

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4. AT 230056Z THE KURA WAS LOCATED AT 2312N 8224W C60 AS DETERMINED

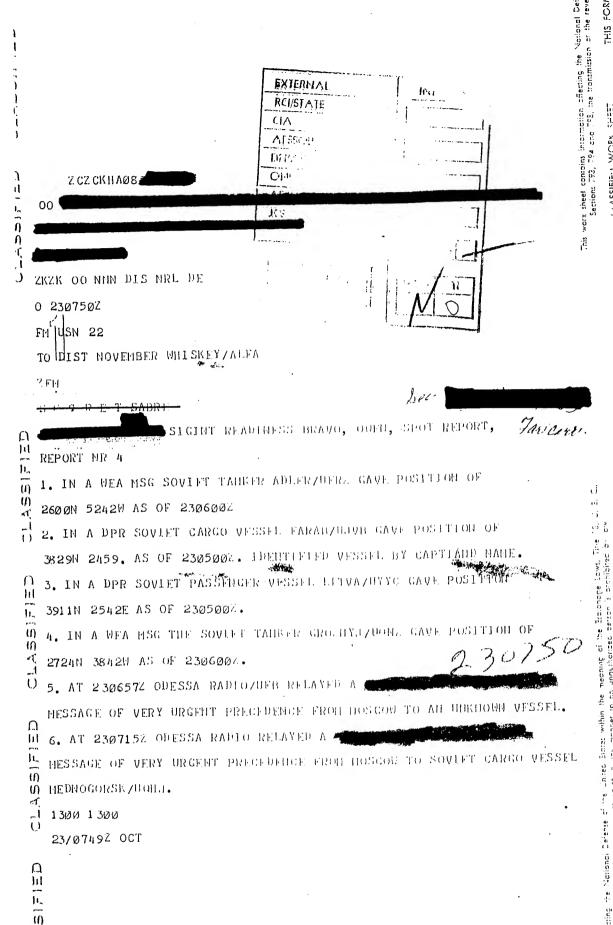
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WITH SOVIET CARGO VESSEL DUBHO/UBFH AND SOVIET CARGO VESSEL

DIVNOGRSK/UGHT OHØ8 708 OR 16992 KCS. STGHTFTGANCE UNKHOWN.

2. ITN A WEA MSG SOVIET CARGO VESSEL DVIHOLES/HYSA GAVE POSITION Z 309/02

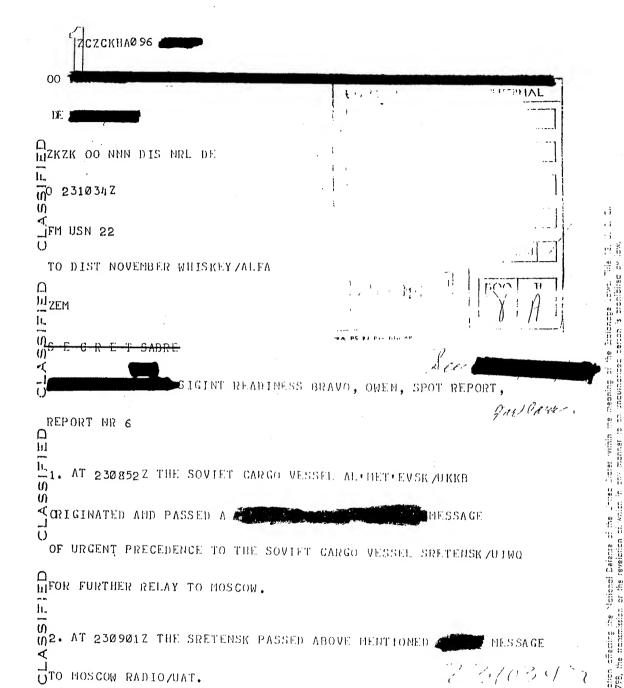
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WITH SOVIET CARGO VESSEL DUBHO/UBFH AND SOVIET CARGO VESSEL DIVNOGRSK/UOHT ONØ8708 OR 16992 KCS. SEGHIFFGANCE UNKNOWN. 2. IN A WEA MSG SOVIET CARGO VESSEL DVEHOLES/UYSA GAVE POSITION 7 3/19/07 OF 2548W 1336E AS OF 230600% 3. AT 22201 97 DUBNO WAS LOVATED AT 22060 7/120 C/0 AS DETERMINED H. BY DF. Ü) 4. AT 2216267 DIVNOGORSK WAS LOCATED AT 2300H 7912W C100 AS DETERMINED BY DF : 1 5. AT 2307242 UFB PASSED AN ECPHPLETE O MESSAGE OF VERY URGENT PRECEDENCE TO DETALLURG KURADO. 1 } 6. AT 2307507 SOVIET CARGO VESSEL SRETERISK/ULWO RELAYED A PRESSAGE OF VERY URGENT B. BREEFROM MOSCOW TO SOVIE CARGO VESSEL ALTHET EVSKYUKKB. 1. 7. 2212007 THE SRETFINSK WAS LOCA FO AT 32 SON 4454H AS DET RIGHTED BT WEATHER. TRAFFIC. 1.1 8. AT 201508 Z THE A'MET'EVSK WAS LOCATED AT 2700N 6312W B50 UI AS DETERMINED BY DF. 0900 0900 11 23/0 907Z OCT

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AS DETERMINED BY DF.

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SIGINT READINESS BRAVO, OWEN, SPOT REPORT,

AT 231340Z THE SOVIET PASSENGER VESSEL NIKOLAEVSK (URST) GAVE HER (I)

TO POSITION AS 2119N 7356W AND STATED THAT U.S. WAR SHIP NR 889 IS

CONTINUING TO ACCOMPANY HER.

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L TO DIST NOVEMBER WHISKEY/ALFA ZET SIGINT READIUESS BRAVO, OWEH, SPOT REPORT O WREPORT NR 9 U.

O1. AT 231500Z THE SOVIET CARGO VESSEL USTYCKRIA (UI
O)

CARRYING ON CARGO OPERATIONS IN CUBAN PORT OF HOA.

O . AT 231500Z THE SOVIET CARGO VESSEL USTYHZHDA (HLGK) WAS 2. AT 2315007 THE SOVIET PASCENGER CARGO VESSEL ADMIRAL IIINAKHIHOV (UKDD) REPORTED HER POSITION AS 2139N 4815W.
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SIGINT READINESS BRAVO, OWEN, SPOT REPORT,

PREPORT NR 11

111. AT 231830Z THE SOVIET PASSENGER VESSEL HIROLAEVSK (URST)

REPORTED THAT SHE WAS AT THE ENTRANCE OF AN UNIDENTIFIED

CUBAN PORT AWAITING A PILOT.

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23 Oct 62 2115Z DIST:

FURTHER INFORMATION ON: UNUSUALLY HIGH LEVEL OF CRAF PILOTS ACTIVE ON 18 OCTOBER

Further analysis of Cuban MIG activity on 18 October 1962 reveals that of the 63 MIG pilot suffixes active on that date, twelve were Russian, one was Czechoslovakian, and an additional twenty-two were non-Cuban, probably Russian.

COMMENTS: Only those pilots noted speaking in the Russian language are identified as Russian. The identification as non-Cuban, probable Russian, is made on the basis of distinctly heavy slavic accents.

Page 1 of 1 Page(s)

SECRET KIMBO

Cuban Missile thisis

Oct 23, 1962: US announced USSR Rad started building appearing missile bases in Cuba.

Prus. Kennedy ordered US marel + air forces to establish immunities "(postial blackeds) of Cuba to prevent further delivered acquessive weapons about boins - Hos on any other ships.

USSR paid US action could end in thermonuclean was; whene that besiet ships would not nubmit to search.

UN becauty Council convoked; betting steey, then it That plade for merotistion.

Kennedy changed boiset - Cuban action had upset preservious status que which had long existed between each + West in respend to muclean weapons.

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SIGINT READINESS BRAVO, OWEN, SPOT REPORT

O AREPORT MR-19

1. HFDF FIXES AND TRUE POSITIONS INDIKATES THAT SOVIET CARGO

VESSEL URGENCH (ULGI) HAS ALTERED COURSE AND IS PROBABLY EN-

ROUTE BACK TO PORT. POSITIONS ARE AS FOLLOTS:

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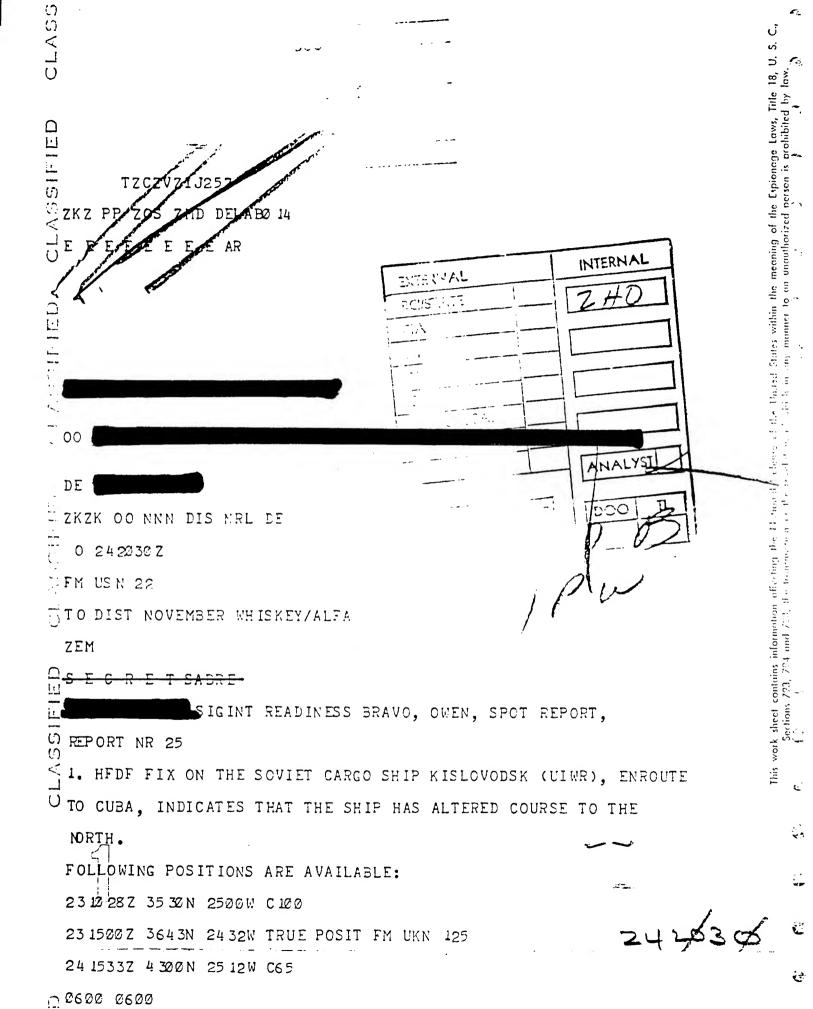
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Prod MOS left. 62 PD4 TSC No. 15-62 26 Oct

I hummary

T. Floating Platforms

During the month of deptember, the USNS VAI DEZ

USNS ROBINSON were operational from

ports. The USS OXFORD continued operations in the

Howana vicinity. Detivation work on the USNS MILL

to be used in support of the Culton intercept effort

began on L October;

I hummany

i. Improvement of Collection + Reporting on Cuba

a. ELINT:

With increased SIGINT reluction facilities and establishment
of an ELINT processing affort within TROD, the exploitation of Cuban

ELINT

b. Comint:

(1) the a further affort to reduce the backlogy

a new element has been established within Project

(2) Mechanization of the radio printer intercept has produced a projection decrease in the time necessary to process Cuban

redio printer traffic.

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UNTIED STATES GOVERNMENT

Memorandum

TO

: DISTRIBUTION IV

DATE: 26 October 1962

PROM : M6

subject: Courier Service

Armed Forces Courier Service is making daily courier flights to Homestead Air Force Base, Florida. Material destined for this area should be hand-carried to M6 for entry into the Courier Service.

Chief,

DECLASSIFIED per SEC 3.4 E.O. 12958 by Director, NSA/Chief, CSS.

Saw date 20 Cury 98

1962 0 2706432

DIST ROMEO VICTOR/ELINTMNE

CUBAN SPOON REST ACTIVITY

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SCP-3

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DECLASSIFIED per SEC 3.4 E.O. 12868 by Director, NSA/Chief, CSB date_20/fst.98;

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≣,	r. K	2. IN ORDER TO INCHEASE COLLECTION AND REPORTING IN THESE CRITTICAL	182 - 4 23 - 2
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		A. REDELOYMENT OF USS OXFORD OR ANOTHER SIMILARLY CONFIGURED	Bi101-1
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[*]		(MINIMUM 20 MILES OFFSHORE)	ver.
= ;		B. EQUIPPING FOR OPERATIONAL UTILIZATION ALL CL30 ACRP TRAINER ATROCATT.	'
	, i	C. SCHEDULING OF FRENCH PLICHTS TO CONFORM WITH ACRP FLICHTS.	
	7	3. OPTIMIZING OF CURRENTLY AVAILABLE ATREORNE COLLECTION WILL	
_		REQUIRE ADDITIONAL AIRCRAFT, PROPERLY CONFIGURED. SUCH AIRCRAFT	
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M/R: This message is in response to DIA request for MBA recommen-	
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- CUBAN troop and logistic buildups and/or	and a
movements. A meeting held at 1000 hrs on 27 Oct 62 chaired by	を作させ あいこうかん E
Well still a tratale of the second state of the transfer of the transfer of the tratale of the transfer of the	Section 1
A Watch Office with appropriate A, B, and C personnel and DIA	
- Treprésentatives resulted in: @1) Clarification of requirement	The state of the s
= 27 Oct to 0800 hrs 28 28	The same of the sa
Oct 62. 3) arrangement for knowledgeable RSA representative	
to visit DIA on 29 Oct 62 for on-the-spot assistance or clari-	
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28 OCT 62

OFFERSIVE-WEAPONS MESSAGES

(FORMERLY CALLED "FUNNEL" AND CONTROLLED)

MER INSTRUCTIONS

- 1. WEE REGULAR SERIES (TOP SECRET DINAR)
- > 2. BE SURE THAT THE OSCAR USED LOES NOT HAVE OR

OH IT.

3. PRINTED IN BLACK.

BOTH ELECERICAL AND HARD COPY MIXT HAVE THE LEGEND:

30 Jan 63

Per Pos

Regular series now and no legent

DECLASSIFIED per SEC 3.4 E.O. 12068 by Director, NSA/Chief, CSB date 20 Upr 98

25 F k sheet contains information affecting the National Sections 793 794 and 798, the transmission of the

30224FZ Oct 60 AGO 10234 Blake to Klocker States that NSA's first priority requirement - is reaction reporting in connection w. high and low level reconnaissance flights. Physical facilities at enables trely very limited processing chaludes proposal to establish at intercept processing and reporting of cuban tadied air and Cuban air defense communications. (green notebook

> DECLASSIFIED per SEC 3.4 E.O. 12068 by Director, NSA/Chiet, CSS (Sau) date -20 Capy 95

30 Oct 1962

SIGINT Intercept unity;

Will singinate

COMINT- derived advisory warnings.

* TS Navy Department Msg. AGI 5-4337

From CNO -> CINCLANIELT, 30 23242

Oct 62.

In-Flight Advisory Warning Plant

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In a DIRNSA message to COMUSAFSS (Klocko), Lt. General Blake, USAE, advised the following course:

2. Colonel of your staff has just completed a briefing for members of my staff in which he outlined the requirements of CINCONAD and CINCAFIANT for COMINT support to enable them to fulfill their responsibilities. Although we have received no formal statement of requirement as outlined by Colonel

CONAD and CIRCAFIANT currently advised of the Cuban Air situation. I feel, however, that our first priority requirement is reaction reporting in connection with high and low level reconnaisance flights. Our problem is that limitations very in physical facilities at enables us to do only primited processing there. The processing capability presently on board enables us to meet in a barely adequate fashion the requirement for reaction reporting, in order to perform the analysis necessary to meet the requirements of CONAD and AFIANT, we would have to double our present analytic effort at

- 3. We can however, provide a very limited response to these requirements by adding a small number of Air Force personnel familiar with these requirements to the complement at operating under the control of OIC, and permitting these individuals to pick off as a by-product of our limited processing in support of the reaction reporting that information which would also satisfy CONAD and AFLANT to the extent possible. When the processing is not engaged in supporting reaction reporting, we will direct the OIC, to satisfy the requirements of CONAD and AFLANT to the extent possible.
- 4. It is our understanding that the information produced as a result of the arrangements outlined above would be passed over a communications circuit to MacDill AFB where it would be relayed to the other Air Force

consumers. Pertinent information could also be passed by appropriate secure means to CONAD Control Center

Therefore, as slonger term solution to our problem, I would propose to task the [Army with establishing?]

a facility capable of intercept processing and reporting of Cuban tactical air and Cuban Air Defense Communications. Based on our preliminary information it would appear that in addition to the personnel required to perform the mission outlined above, there may be space to intercept and process some portion of the Cuban Military Problem. If so, I might further propose a co-located Army-Air Force facility

Note: General Kloco's comments on the interim and longer term solution

we solicited by Gen. Blake in this message.*

⁽TSC) DIRNSR Meg to COMUSAFSS, DTG 302241Z, 10234/30.

27. Culon Criais

a. During the Cubon crimin, D3 personal were assigned to TCS J-3 Battle Staff at the Pantagon to temp keep NSA, Fx. Musele, apprised and up to date on all aignificant collateral data relating to the Cubon crimin. Brownt planning is for D3 personal to return to Battle staff for duty if the opening is reconstrued.

b. Irrangement was made with JCS J-3 to provide for automatic inclusion of NSA representation when future crises dictate reviving the fant Bettle stay. Project Officers mames were exchanged for NSA, for NSA, for JCS) and the individuals have been in contact.

and maplementing actions during the Culon crisis, as well an the up-dating of CINCLANT and corresponding Component plans.

(3)

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REQUEST JULY , ... BE FUE' ISHED INTELLIGENCE ON ANY CHANGES TO LOCATIONS OF CUBAN RADARS AND AIR UNITS DERIVED FROM ANALYSIS OF RECONNAISSANCE RESULTS.

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by Director, NSA/Chief, CSS

LAW date 20 14 18

(3) Trappie anneyer on arigned targete to support mission and name talen. name publim. (4) Darly End weetley Cuban have wrop-up reporting. * * TSC DIRNSA MSq. AGO # 1115-8/07, DTG 0721012, (msg. dated 7 how 62) Cuban air activity in response to Meannaice minain in aread. (6) - Development and reporting of Cuban naval order of bulled items B. To the above recommend the Tallowing intercept be allocated. Target NR Pos Manned Hauss

Mole: This is a good have a showing money of Cuban hand and Shipping in Tiled in CUBA, I, Blue

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DECLASSIFIED per SEC 3.4 E.O. 12068 by Director, NSA/Chiet, CSB

November 1962 PIR NS19 1. Kegment translations early and duciely to intelligence stime ditimed from Cuban Commencettone and uparting in Culmin headens of high and how allitude were zlighte Max men aggrant must the whole toward real time proces and reporting. There separted showed he issued at imaginery presidence the distribution springer helow. * TSC DIRNSA MEN I.
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NSA'S Contribution to the Reveni of the Fiteli Actions
relating to the Certain Arms Build-Up

during the feweral 14 Apr - 24 Afor 1962.

Atta Die 62. TS 04850

The DIR/PROD

Afor subject feller: NSA/SCA Continuing Stateston

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DECLASSIFIED per SEC 3.4 E.O. 12968 by Director, NSA/Chief, CSS SAW date 20 Carr 98 National Cryptologie Staff MOS Dec. 62 D32 TSC # 63-008 pg 67

21. Culon Situation

a. D3 representatives attended a joint NSA/SCA meeting soccarring interior
operations and long term SIGIAT planning for CUBA. I datement of eventual
minimum collection requirements was presented by The 7 hyperingetion and SCA
representatives quie their Voirs on various appropriate to long raised offents
operations. The SCA's werein operations, and further two leftitions
operations. The SCA's werein operations, and further two leftitions
would be preferable to joint operations, and further two leftitions
would be required in Florido be cause of logicalic problems. It was
proposed that NSA determine the number + size of fipal installations
the hast toward relationships and communications requirements.

b. The USAF has directed its appropriate Commands to extend the TDV
on loan for the Cubon situation until fully 63
that steps be taken through appropriate external support abound
to other them on a more permanent basis, pool has been
cooked to investigate this matter.

(over)

c. D3 representatives attended a meeting with representative from NSG, P2 and B1 on 11 Dec. The purpose of the meeting was determine procedures to Rotialia overal receives the Lor communication of proposal by the NSG representative to through a KW-26 Brown Patch was accepted a a satisfactory polition to the requirements.

d. D3 has complated a survey and has catalogued total

d. D3 has completed a survey and has catalogued total communications circuitry for the communications circuitry for the Complex between all perlinent location. This effort in available for briefing purposes with associated background discussion on the geographical faction begistica and environmental situation in that area.

DIRNSA --> CUSASA DIRINAVSECGRU COMUSAFSS

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CURFIDERTIAL

PROPOSAL FOR SMIL ON THE SOVIET MILITARY PRESENCE IN CUBA

The continuation of a Soviet military presence in Cubs after removal of the MREM's and IL-28's raises important questions for intelligence and for policy.

USIB departments and agencies have been working individually to develop and report the pertinent facts. Their interpretations have varied in scope and emphasis. Meanwhile, the press has directed public attention to the continued Soviet military presence in Cuba, and the President and Secretary of State have taken note of the problem in public statements.

Secretary Rusk has suggested that a coordinated intelligence assessment be prepared for the White House.

I therefore propose that USIB undertake preparation of a SNIE on the current Soviet Military Presence in Cuba for approval by next week's meeting. The SMIE should cover such points as (a) the composition,

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organization, strength, and disposition of the Soviet military presence; (b) Soviet intentions as to continuing it and increasing or reducing it; (c) Soviet short-term and long-term objectives in maintaining it; (d) probable Cuban and Latin American reactions to its continuation; and (e) probable political and strategic effects of its continuation.

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THE HAVANA_STATION SHIP DO NOT FULLY JUSTIFY SUCH A LARGE INVESTMENT.

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4. I REALIZE THAT ONE OBJECTION TO THIS PROPOSAL MAY BE TE IDENTIFICATION OF THE OXFORD AS A "SPY SHIP". HOWEVER, THE MULLER MAY WELL INHERIT THE SAME NAME DURING HER INTERIM E"PLOYMENT AS THE OXFORD'S RELIEF. WE ARE GOING TO HAVE TO LEAR'. TO LIVE WITH PROBLEMS REGARDING THE ACCEPTANCE OF TRS'S IN FOREIGN PORTS, REMEMBERING THAT WITH THEIR STONG FAMILLY APPEARANCE, ALL TRS'S WILL LOOK ALIKE TO FRIENDS FOES, AND NEUTRALS.

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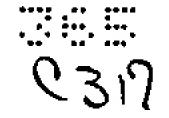
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UNITED STATES GOVERNMENT

Memorandum



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Distribution P IV

DATE:

11 December 1962

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SUBJECT:

Commendation

Further to my Memorandum of 26 Rovember, same subject, I am forwarding extracts of an exchange of correspondence between the Director and Admiral Denniscu concerning the value of the contributions made by the SIGIAT Community during the recent Cuban crisis. Request you inform those personnel of your organization involved in the activity mentioned in the Director's Memorandum of the favorable comments made on the results of their work.

JOHN J. DAVIS

pajor deneral, UNA Assistant Director, NSA

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P TOP SECRET CONTROL NUMBER 1 62 PAGE 1 OF 2 PAGES

TOP SECRET

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UNITED STATES GOVERNMENT PECRET

Memorandum

TO

ADP

DATE: 28 November 1962

PROM

: Director

SUBJECT: Appreciation

The President's visit to military units associated with the Cuban crisis symbolizes the "well done" all concerned have merited. The nature of our business prevents public recognition, but all our people who participated should feel they are a part of the President's attention to our military forces on his visit. I have also received a letter of favorable comment from Admiral Dennison who, as CINCLANT, had a major responsibility during the Cuban crisis. I am quoting from his letter, as well as my reply for the information of your personnel concerned with SIGINT support during the recent weeks.

From Admiral Dennison's letter:

"I should like to take this opportunity to mention the very significant contribution which SIGINT in general - and the National Security Agency in particular - have made toward support of the Atlantic Command. The unique and vital intelligence made available as a result of the national SIGINT effort frequently finds its end use and final justification at the level of the Unified Commander. In the present situation SIGINT has been one of the most important single factors in supporting our operations and improving our readiness. Your fine support is much appreciated."

From my reply to Admiral Dennison:

"I hasten to thank you for the favorable mention in your letter of 17 November concerning the significant contribution of SIGINT in the present situation. While you mentioned NSA in particular, I am sure you know that the Army Security Agency, the Naval Security Group, and the Air Force Security Service, together constituting our Service Cryptologic Agencies, deserve a lion's share of credit for their work in the fields of collection and direct processing to our customers. I have taken the liberty of passing on your kind remarks to both NSA personnel and the SCA's as kindred vital elements of our SIGINT team."

GORDON A. BLAKE

Lieutenant General, USAF

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P TOP SECRET CONTROL NUMBER 1-62 PAGE 2 OF 2 PAGES

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the Country of the contract of CHANNALLE HOR THE RECORD TO BE SERVICE. CARRIED AND ANALYSIS STREET STREET, AND

BURNATA Becking With Commingry On Orden Air Defense Regularments

1. A posting was held in the Director's Conference Room on 11 January 1963 at 1466 bours for the mirrose of reviewing and up-deting communic requirements on reporting of the Coben Air Befrede problem. The meeting was attended by representatives from MA. Army, hear, his Porce, State and CLA; His participants were BULLET BE DESCRIBE AREA TRANSPORTED

there satisfied his ordered over only in right the day day the satisfied and

2. The following them more discussed:

B. The Edd proposal to discussed the presence of paperts smooth when an overflight strike in in progress, or to woort bestile intent and/or entire. action. in in the contract of the cont

b. The priority order in which aborta developmente/events in the Air Defence threat time the Real County and the

- (1) Air reactions to 15 recommission flights, with real time recording on overflights and 3 hour reports on parisheral." The first transfer the second statement and the second statement of the second the course of the contract entitles that he we the local terms of the contract of the course of the contract of the course of th
- 22 (3) Location and operational stable of all tactical aircraft in Cuba.
 - (4) Civil/military transport, identified as Soviet or Cuben, erriving or departing Cube.
 - (5) AOB, proficiency of the air defense/corly warning systems, degree of Soviet influence.
 - (6) Six-hour reports on total air mission of explasis on Soviet participation and influence.
- c. The proposal from CUMAD to move its portion of the Joint Recommissance Control Center (JRCC) at Boca Chica to Montgomery Air Defense Sector (MDADS), including the AFDSO Key West and the KN-25 circuit.

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- 3. In following agreements were reached:
- a. The SAC recommunication was bought by all communers, subject to the stipulation that possible hostile intent/action toward peripheral flights be accorded the same high priority of overflights.
- b. In reference to priorities, the present arrangement was agreed to, except for the following changes:
 - (1) The requirement for reporting on peripheral reconnectance.

 Flights is put on the same plans as reporting on overflights.
 - (2) The requirements agreed to be in lower priority for reporting were agreed to solely on the basis of the reputity with which they would be reported. This in no way negated as designated the necessity for reporting such items as DBER participation/influence, indications of Bussian departure, proficiency of Cubas/Russian Air Defense systems, transport agtivity in or out of Cuba, and the location and stable of tectical mirroriting Cuba.
- sented, pointing out the need to keep the NI-26 circuit into heet Chica for CHECLART aircraft. The Air Force explained that, by kinging to MANS, greater intercept capability could be beought to bear an any had dog Caben pilot who decides to attack the UE, or to facilitate any potential defector struct a male arrival in the M.S. It was pointed out that providing the type of registing desired by COMAD would have an adverse effect on a capability to perform its mission for other commers. MA will advise MEA of the decision reached on the COMAD request. No further action is required by MEA at this time.

Chief. POS

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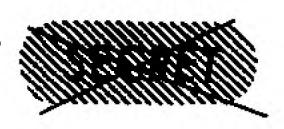
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ELECTRICAL RELEASE 19 JUN 63 DIST: OSCAR/XRAY ECHO

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NATIONAL SECURITY AGENCY Fort George G. Meade, Maryland



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19 JUN 63 DIST. OSCAR/XRAY ECHO

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19 JUN 63

SOVIET SHIPS IN CURAN TRADE

- 1. THIS REPORT CONTAINS DETAILS ON CARGORS, POSITIONS, AND OTHER INFORMATION RECARDING SOVIET MERCEART SHIPS EN ROUTE, IN PORT, OR DEPARTING CUBA AS OF 19 JUNE 1963.
 - 2. LATEST INFORMATION ON SOVIET MERCHANT SHIPS EN ROUTE CURA:

 EUKHAREST [UQYR, 21255GT, TKR] 35-48N 38-18W AT 191286Z.

 CHERNOVISY [UVZM, 8229GT, TKR] 25-12N 56-54W AT 198686Z.

 DRUZHBA [USQF, 25718CT, TKR] 36-22N 22-38E AT 171586Z.
- A COLLATERAL SOURCE INDICATES IT TRANSITED THE BOSPORUS ON 16 JUNE.

 DUBHANER [UUNU, 71760F, 03] 25-86N 76-25W AT 198881Z.

 DEHUZEPPE GARIBAL'DI [UUZI, 28659GF, TKR] 37-17N 86-42E

EL'SK [UWOI, 7949GT, TKR] 52-31E #6-25W AT 17#5##Z.

GRIGORIJ VAKULENCHUK [UVFO, 8229GT, TKR] 22-18M 6#-##W
AT 19#823Z (WITHIN 85 NM).

AT 171500Z.

KRASNOGRAD [UQOX, 92540T, CG] 25-49N 77-19W AT 198588Z.

KRASNYJ OKTYAER' [UIZE, 122850T, CG] 34-42W 45-12W AT

191148Z (WITHIN 75 RM).

LIBICHANSK (UXXF, 2315352, TKR) 34-36W 46-36W AT 190600Z.

NARIYA ULYANOVA [ULCE, 48716T, PAS] APPROACHING THE
STRAITS OF DERMARK AT 170500Z. ESTIMATED TO HAVE DEPARTED BALFIC
FORT (POSSIBLY LEMINGRAD) ON 15 JUNE. CARGO INCLUDES 54 POINT 8
TORS OF CONDENSED MILK AND 95 PIECES OF "CRES" CARGO.

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MICHURINSK [UOSB, 5518GT, CG] 27-96N 71-42W AT 199336Z (WITHIN 75 RM).

OKHOTSK [USKY, 11186GT, CG] 37-18m 133-86W AT 181288Z.

PRAGA [UGNQ, 21255GT, TKR] 38-54M 21-86W AT 198957Z

(WITHIN 68 NM).

3. THERE ARE CURRENTLY 20 SOVIET MERCHANT SRIPS IN CURAN PORTS AS FOLLOWS

ARTILLA

LABINSK [UQIR, 9829GT, CG].

SRETENSK [UIMQ, 5419GT, CG].

SUKHONA (UPCW, 7212GT, CC).

HAVANA

ALAPAEVSK [URIL, 5411GT, CG].

ALEKSANDROVSK [UVZU, 5411GT, CG].

BOL'SHEVIK SUKHANOV [UJYP, 666 SOT, CG].

DIVNOGORSK [UQHI, 8843Gr, CG].

IVAN POLZUNOV (UVMR, 7176GT, CG) ESTIMATED TO HAVE ARRIVED HAVANA 18 JUNE.

KIROVSK [UICO, 5518GT, CG].

POTI [UVGI, 8229GT, TKR] ESTIMATED TO HAVE ARRIVED HAVANA
19 JUNE.

SLAVEK [USKR, 93440T, CG] ESTIMATED TO HAVE ARRIVED HAVANA
19 JUNE.

ISABELA DE SACRIA

METALLURG ANOSOV [USMN, 122850T, CG]

SECRET SABRE

(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

MARIEL

MEDINOGORSK [UQHJ, 8843GT, CG] ESTIMATED TO HAVE ARRIVED MARIEL VICE HAVANA 14 JUNE.

MOA

UGLEURAL'SK [UIFG, 5628CF, CG] DEPARTED MATANZAS 18#53CZ. ARRIVED MOA 19163CZ.

MICARO

FRUNZE (UVPK, 8229CF, TKR) DEPARTED SANTIAGO 17#8##Z. ARRIVED NICARO 18 JUNE.

VIL'RYUS [UKRB, 4956cm, cc].

NUEVITAS

ATKARSK (UVAD, 5411GT, CG).

PUERTO PADRE

L'GOV [UQMAN, 5382020, CG].

UNKNOWN

KHERSON [UQNY, 8229GI, TKR] ESTIMATED TO HAVE HEPARTED NUEVITAS 17 JUNE, PROBABLY EN ROUTE HAVANA.

4. THE FOLLOWING SOVIET MERCHANT SHIPS HAVE DEPARTED CUBA AND ARE WEST OF 30 DECREES WEST:

ARRHANGEL'SK [UVCO, 566sGT, CG] 26-54N 64-84W AT 198588Z. DEPARTED NUEVITAB 16 JUNE.

BUDAPESET [UINR, 21255GT, TKR] 26-129 58-669 AT

198688Z. DEPARTED HAVANA 168788Z.

CHERNYAKHOVEK [UQNH, 53820F, CG] 25-54N 79-35W AT

(NOT SUBJECT TO AUTOMATIC DOWNGRADING)

INTERPOGES [UOUB, 5494GT, CG] 34-36N 36-48W AT 1818##Z.
ETA KALININGRAD 29 JUNE.

KUBAN' [UOVI, 71760T, CB] 27-54M 62-24W AT 198537Z (WITHIN 68 NM). CARGO TO CUBA FROM USER WAS 32,376 POINT 4 TONS OF CRUDE OIL. HTA BLACK SEA PORT 28 JUNE.

LUCARSK [UYXE, 22252GT, TKR] 34-54K 37-86W AT 196755Z (WITHIN 75 NM)

TSIMIYANSKURS [UKKC, 5494CF, CC] 22-18N 74-54W AT 198881Z. BTD NUEVITAS 18 JUNE.

VARSHAVA [UWOF, 212550F, TKR] 29-42N 57-12W AT 19#6##Z.
DEPARTED HAVANA 152#48Z.



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With regard to the Cuban situation; The a day - second freewatelesson of the CEP (march 1963), the Director, NSA, suggested to Mrs. Kerby, that " especially when precenting to Senier DOD opicials, 9 think we should come out land and recar an The long-term assumption me are making regarding Cuba when me pragram fixed facilities un Herida! * DIRNSA memmandum, Suly: CCP Truentetion, addressed to Mr. Kirby WADP, 21 march DECLASSIFIED per SEC 3.4 E.O. 12

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